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The Hongkong Telegraph.

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SATURDAY, OCTOBER

26, 1929.

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IMMENSE AIRSHIP FOR BRITAIN.

AERIAL LINER FOR 400
PASSENGERS.

300-FOOT HYDROPLANES FOR
LANDING ON WATER!

REMARKABLE DESIGN.

London, Oct. 25.
The Air Ministry announces that during a trial run of one of the auxiliary engines used for starting the main power units of the Airship-R100, a small plug in the lubrication system of the starting engine came unscrewed, causing one of the gear wheels to seize up.

The engine has been sent to the designers for rectification and a further test. The flying trials of the airship are consequently suspended for the time being.—*British Wireless.*

The New Giant.

A great new British airship of revolutionary design, larger and far more powerful than the R100, the R101 and the Graf Zeppelin, has been planned, and models successfully tested, at Howden, near Hull.

This great air-liner, which will carry 400 passengers and a crew, is designed to alight upon and take off from the water, indicating that she will be used for trans-oceanic flying.

The airship is to have two floats, 300ft. in length, which, filled with water when the giant is at rest, will act as anchors.

Ocean Flights.

When the R100, now nearing its trial stages, leaves its great hangar at Howden, the construction of the new super-airship is likely to begin.

Photographs of a scale model of this great airship include some which show her at rest upon water, and it is learned that she will be built specially for trans-oceanic flying.

The new airship will be 850ft. in length, with a beam of 230ft., and a depth of 150ft.

Fourteen Engines.

There will be accommodation for 300 to 400 passengers and a large crew, and the monster will be lifted by the power of fourteen engines.

Her gas capacity will be 12,000,000 cubic feet—two and a half times greater than the R100.

The airship will be purely a marine liner. She will have floats after the style of huge hydroplanes—300ft. long.

"Water Anchors."

These floats will carry 300 tons of water each, and will act as anchors when the airship is at rest on the ocean. Special pumps will be used to take the water from the floats when the ship starts on her journey.

Cabins, corridors, decks, lounges and the crew's quarters are to be in the great hull, and every luxury provided for the passengers.

Before the new airship is built the great shed at Howden must be enlarged. It is already filled by the R100; at least it is in length and height, although the airship does not exceed more than half the breadth of the shed.

The engines of the R100 were recently given a trial inside the hangar, and were heard a mile away. The engine driving the electrical generating plant in one of the cars "ran hot," and has since been receiving close attention.

THE MILITARISM OF ITALY.

AMERICAN GOVERNMENT TO
LODGE PROTEST.

DICTATOR'S LATEST.

Washington, Oct. 25.
The State Department has instructed the U. S. Ambassador in Rome to make representations to the Italian Government regarding reports that American citizens of Italian extraction are being pressed for service in the Italian Army.—*Reuter's American Service.*

Rome, Oct. 25.
Neither intrigue from within, nor attack from without can destroy the present Fascist regime, declares Signor Mussolini, the Italian Dictator and Prime Minister, in a message to the Blackshirts throughout Italy on the occasion of the seventh anniversary of the Fascist Revolution.

The Message "is couched in typical Mussolini phraseology."

It goes on to affirm that no observer of Italy, who is not entirely blinded by prejudice, can fail to see that Italy is advancing on all fronts with the ordered advance and steady tread of a mobilised army.—*Reuter.*

LABOUR TO MAKE BIG EFFORT.

HOPING FOR SUCCESSES IN
MUNICIPAL ELECTIONS.

ACTIVITIES BEGUN.

London, Oct. 25.
Great activity is developing in connection with the coming Municipal Elections.

In London, the Municipal elections are held once in three years, when all the members of the Councils retire.

In the other 343 cities and boroughs, one-third of the Councils retire each year and the elections are therefore held each year.

The elections this year in these 343 cities and boroughs will be marked by a great effort on the part of the Labour Party to achieve successes similar to those which they obtained in the recent General Election.

In last year's election the Labour Party gained 127 seats in 1,878 seats which fell vacant in 131 of the principal towns.

Every other party last year received a set-back, the Conservatives losing 70 seats, the Liberals 19, and the Independents 37.—*British Wireless.*

MONARCHIST PLOT IN RUSSIA.

EXECUTION OF "COUNCIL
OF TWELVE."

Moscow, Oct. 25.
According to the Tass Official Agency, the Soviet authorities have uprooted a big Monarchist organisation in the North Caucasus.

The organisation was masquerading as a religious sect.

When the authorities got wind of the movement, the members of its "Council of Twelve" were arrested and tried on charges of treason, the death sentence being passed and carried out in each case.

Other members of the organisation arrested were sentenced to imprisonment for terms varying between five years and ten years.—*Reuter.*

A SEAMAN'S WORKING WEEK.

CONSULTATION WITH THE
GOVERNMENTS.

Geneva, Oct. 25.
By a record vote of 76 to 17, the Maritime Conference to-day adopted the report of the committee which urged the initiation of consultations with the various interested Governments with a view to the conclusion of a Convention, fixing the length of the seaman's working week.—*Reuter.*

LULL ON THE WAR FRONT.

NANKING POSITIONS
BOMBED FROM AIR.

FEARS OF HUNAN REVOLT
AGAINST NANKING.

FOREIGNERS WARNED.

Shanghai, Oct. 25.
The Peking-Hankow Railway resumed normal services this morning, according to an official communiqué issued by the Nanking Railway Ministry.

The Minister states that there has been a general retirement of the Kuominchun from districts near the Railway thus rendering it possible for the trains to run again without fear of interruption.

The Kuominchun leaders are enlisting new men in the vicinity of Loyang where more than 10,000 men have been accepted as recruits in the army. They will be formed into a special Division.

Aerial Attacks.

The Kuominchun sent aeroplanes to bomb the Nanking positions at Kung Hsien and Hau Yee Hsien in Honan yesterday, causing some casualties among the populace, but failing to hit the camps of the Nanking troops. Simultaneously, Nanking is launching bombing raids on Loyang and its vicinity, where the Kuominchun has established its headquarters.

Hsu Chan, an important city in the central part of Honan, has been strengthened by the arrival of over three thousand Nanking troops, and sensational rumours to the effect that the Kuominchun had captured Hsu Chan have been discounted. It transpires that the Kuominchun main body is advancing on Hsu Chan and is contemplating an early attack. So far, however, there has been no encounter between Nanking and the Kuominchun in this part of Honan.

Kuominchun Intrigue.

The Kuomintang Department in Changsha has wired to Nanking, reporting the activities of a number of Kuominchun emissaries who arrived secretly in Hunan with the object of stirring up discontent among the Hunan troops and getting them to rebel in support of the Kuominchun.

The Kuomintang Department reports that some of the Hunan militarists are negotiating with the Kuominchun envoys and may support the anti-Nanking movement. It is suggested that Nanking should issue an order for the arrest of the Kuominchun envoys and of some of the doubtful militarists in Hunan.

The Diplomatic Body in Peking is said, by Chinese sources, to have telegraphed to foreign residents at Shensi and Honan advising them to evacuate for Shanghai and other treaty-ports informing them that reliable information has been received that serious warfare is anticipated in Honan.

Settlement Possible.

Hankow, Oct. 25.
Though the situation continues tense, there has been no new news of fighting and yesterday Chang Chih-chun intimated to an interviewer that there is every possibility of hostilities ceasing very soon as the Government is trying its hardest to avoid further bloodshed and is endeavouring to settle the question by peaceful political methods.

Supporting this statement comes news from Taiyuan stating that Yen Hsi-shan has formally agreed to mediate, and is accordingly returning to Taiyuan to open up negotiations.

Liu Shih has left Siangyang and is at present in Wangshui. It is stated that he is proceeding northward to inspect the Peking-Hankow line defences, and possibly will participate in military conferences at Hanchow and Chengchow.—*Reuter.*

A Doubtful Claim.

Hankow, Oct. 25.
The vernacular papers briefly state that the troops of Tung Seng-chi have occupied Loyang, but this is inconceivable unless some agreement has been reached between the opposing forces as all reports of the fighting in the Loyang area hitherto indicate that the advantage has been on the Kuominchun side.—*Reuter.*

CRITICAL TIMES FOR MINERS.

REDUCED HOURS BUT WAGES
ALSO TO DROP.

GOVERNMENT EFFORT.

London, Oct. 25.
After a meeting to-day between a Cabinet Committee and officials of the Miners' Federation, it was stated that the final proposals of the Government in regard to the coal industry would be given in writing to the Miners' Federation next Wednesday.

It is understood the difficulty at the moment primarily concerns the issue of hours of labour. The Government is prepared to redeem its election pledges to amend the Eight-Hours Day Act of the late Conservative regime, by substituting for it a seven hours day. The Government cannot, however, guarantee that there shall be no reduction of wages. They are not possessed of the power to do so.

The most they can do—and they are seeking to do it—is to obtain an assurance from the coal-owners that they will not reduce wages. Thus far, it is stated, the assurance has not been forthcoming. The owners contend that a reduction of hours would lead to a reduction of output, and that the foreign market could be retained only by reducing the basic rates of wages.

But, in any case, the Government intends to proceed with the legislation for reducing hours, and it is proposed this shall become operative in April next year.—*British Wireless.*

PRINCE UMBERTO ON WAY HOME.

THUNDEROUS OVATION AT
BRUSSELS.

Brussels, Oct. 25.
A thunderous ovation was given to the Crown Prince on leaving for Italy. Very strict precautions were enforced to prevent untoward incidents.

Di Rosa has made a statement that nobody instigated the attempt on Prince Umberto. He had no thought of escaping, being "quite ready to sacrifice his life." He expected to be killed on the spot.

It transpires that Di Rosa was brought up in a Milan founding institution, and never knew his parents. He escaped from Italy last year to Paris.

The woman mentioned earlier, confronted with Di Pascale, admitted she was mistaken as to his identity, and Di Pascale has been released.—*Reuter.*

THE "TALKIES."

FIRST HONGKONG SHOWING
DELAYED.

We are informed by the Hongkong Amusements, Ltd., that the first appearance of the "talkies" at the Queen's Theatre will be delayed for a few days, owing to unavoidable circumstances.

It was intended to open on Wednesday with "The Singing Fool", but this date cannot now be adhered to. However, the delay will be only a matter of a few days, and the opening date will be announced very shortly.

PREMIER LEAVES FOR ENGLAND.

MESSAGE OF THANKS TO
CANADIAN PEOPLE.

Quebec, Oct. 25.
Mr. Ramsay MacDonald left for England on board the Duchess of York to-day, after issuing a Message to the people of Canada expressing warm gratitude for the cordiality of their welcome.—*Reuter's American Service.*

It is notified that a wrecked vessel, with only keel and frames remaining, lies submerged off Sung Wong Tai, Kowloon City, and constitutes an obstruction to shipping. Unless this wreck is claimed within seven days it will be removed under Section 27 of Merchant Shipping Ordinance No. 10 of 1899, and sold to defray the expense of such removal.

EXTRA POLICE FOR WALL STREET.

FEARS OF TROUBLE IN
NEW YORK.

STOCK EXCHANGE COLLAPSE
NOT YET ARRESTED.

IMPROVED SITUATION.

London, Oct. 25.
Several hundred extra police were drafted into the Wall Street area to-day as a precautionary measure. Apparently it was feared that disturbances were possible as a result of the remarkable upsets on the Stock Exchange.

The Market opened with an effort towards a rally, but it speedily reacted and started on the downward trend again.

The floor of the Exchange was again like Bedlam, though yesterday's scenes of demoralisation were not repeated. Prices began to move upwards towards the close.

Trading rallied considerably for brief stages and then quietened down. Popular counters rose by from five to twenty points in the course of the day.

More Hopeful Tone.

There was a distinctly more cheerful feeling at the close of trading in the stock market yesterday evening, due to an impression that, despite the Government and bank disavowals, they are prepared to prevent an abyssal collapse, as it would drag down the nation's business and industry. The luxury businesses are the most likely to be affected in the shake-out.

A conference of bankers representing over £1,200,000,000, it was indicated that yesterday's market situation was largely due to technical trading conditions, rather than to fundamental causes, and many quotations had been carried below justifiable levels.

A Dramatic Rally.

Yesterday will go down in history alongside the day of the outbreak of the Great War, which necessitated closing the Exchange for seventeen weeks.

The mid-day rally was signalled in a dramatic manner. Brokerage houses were tossing margin accounts overboard whole sale, the rate and prices at their worst—United States Steel being 190 compared with 218 a week ago—when a number of the most powerful bankers got together, a few simple orders were given behind the scenes, and out of the pandemonium quietly emerged the figure of Richard Whitney. A "Morgan broker" suddenly shouted "205 for 25,000 Steels." The bid had an electrifying effect, and changed the whole situation.—*Reuter's American Service.*

Collapse at Montreal.

Montreal, Oct. 25.
The stock market here collapsed, values declining by hundreds of millions of dollars. A short covering movement in the afternoon caused a partial recovery.

Hectic trading on the grain exchange resulted in a net fall of six cents in wheat prices, largely owing to the debacle in the stock markets.

Millions of bushels were thrown on the market to cover the Wall Street reverses.—*Reuter's American Service.*

NEW REGULATIONS.

INDUSTRIAL EMPLOYMENT OF
WOMEN & CHILDREN.

The Gazette contains draft regulations which are proposed to be made when the Industrial Employment of Women, Young Persons and Children Amendment Bill is passed.

Under these regulations, lead processes and vermilion manufacture are added to the list of dangerous trades. The following additional regulations have also been inserted:

No person shall employ any woman in any dangerous trade without the written permission of the Protector of Labour.

No woman or young person shall be employed in any industrial undertaking between 10 p.m. and 6 a.m.

Bulls and Innern

From the Office Butts.

Killed by an omnibus—why not? So quick a death a boon is. Let not his friends lament his loss.

Mors omnibus communit. Those who want a dollar on a sterling basis evidently think that the sovereign remedy.

Some of these bathroom vocalists will soon be trying to emulate "The Singing Fool."

A hen in America laid 350 eggs in less than a year. What about getting it for our harbour pipeline?

Practically all the soil samples from Hongkong proved to be acid. It is believed much of it was washed down from the upper levels.

Latest news from North China indicates that both sides have really begun to be offensive.

It now transpires that no-one stole a passage on the giant German aeroplane. We doubt if the Stowaways' Union will be able to live this down.

When Hoig-kong gets its air mail service going it'll be easy to drop a friend a letter.

The days are fast approaching when you will never be able to have your cake until you eat it.

The trouble is that many a Civil Servant, when faced with a problem, says he'd like to sleep on it.

It was demonstrated this week that even newspaper men can be highfliers.

A stray bit from the belfry—"You can't sleep on an apricot."

What we want to know is where the Vice-President's relatives are to sit if we get this United States of Europe.

It has been reported in Command Orders that there are men over 6' 2" in stature for whom the ordinary braces are barely long enough.

Braces of 40" length will be stocked in future by R. A. O. C. for issue to such men. Indents should be marked accordingly.

You can't expect a ranker Who is over six feet two To be a pukka swanker. As you might expect him to. For his physical proportion, Which should give him airs and graces, Makes him march with care and caution.

Just because of scanty braces. When the sergeant makes it snappy. With his orders . . . "Asyer-were!"

These giants are unhappy. And beneath their breath they swear. Then if it's changed to "Double!"

They tremble at the knees; And they're even in a trouble. If it's merely "Stand at ease!" But with "Braces" forty inches. No more shall tall men wilt; Though there would have been no finches.

If they'd only worn a kilt! MacWhinler's pants are now in dry dock having their pockets reinforced in view of the danger of carrying about cart-wheel dollars.

It would appear that the only way rickshamen in Peking can run is amok.

Business is looking up. French joiners note with glee the fall of the Cabinet.

We had hoped that the mis-Abardonians on the Navy League gioners aboard the Malolo would

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O THAT IT WERE SO

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BUSINESS MEN VISIT MALOLO.

SPEECHES AT TIFFIN
YESTERDAY.

Passengers from the Malolo were busy yesterday sight-seeing, shopping and generally "sizing up" the Colony.

A very interesting function on board was a lunch given to local business men, when commercial conditions in South China were discussed.

The San Francisco Chamber of Commerce invited the Colonial Secretary (the Hon. Mr. D. W. Trautman), Sir Robert Ho Tung, the Committee of the Hongkong General Chamber of Commerce, the Chairman of the Chinese Chamber and other representative business men to tiffin on board the Malolo yesterday. Others present were the Hon. Sir Henry Pollock, Kt. K.C., the Hon. Dr. R. H. Kote-wall, C.M.G., the Hon. Mr. W.E.L. Shenton, Mr. M. T. Johnson, Mr. A. H. Ferguson, Mr. Allan Cameron, Mr. C. C. Scott, Mr. P. W. Parker, and A. P. Bungey. Mr. F. Mc D. Courtney, and others.

Mr. Robert Newton Lynch, Vice-President of the San Francisco Chamber of Commerce, presided in the absence of Canton of Mr. C. G. Moore, the leader of the Cruise which the San Francisco Chamber of Commerce has organised around the Pacific.

At the conclusion of lunch, the toasts of "H. M. the King," and "The Republic of China" were proposed by Mr. Lynch, the Colonial Secretary proposing the health of "The President of the United States."

In welcoming the guests, Mr. Lynch said that, until the war, the United States of America had regarded itself as a great extent, self-sufficient, but of late years they had more fully realized that they were partners with the English-speaking world in the maintenance of their common civilisation. The members of the present, cruise were not on a tour of exploitation but were anxious to gain impressions and information that would be ultimately of mutual benefit. They recognised in China the greatest reservoir of humanity in the world, with potentialities beyond the reach of human imagination. The solution of China's problems was essential to the safety of civilisation and demanded the intelligence and spirituality of the entire world and, particularly, of the Anglo-Saxon peoples.

Mr. James Mills, of the Regent University of California, mentioned that he was a Canadian who had been compelled, on grounds of health, to live further South. In visiting the third greatest port in the world they had been greatly struck by its commercial advantages and natural beauty. They were impressed with all that the British people had done, and were doing, in all parts of the world; they built on solid foundations, unselfishly, for the good of all races living within their borders. Mr. Mills also complimented Sir Robert Ho Tung on his efforts to bring about an understanding between the various factions in China, and concluded with a reference to the conversations between Mr. Ramsay MacDonald and Mr. Hoover, remarking that the spirit that greeted Mr. MacDonald when he landed in the United States was the true spirit of America which honestly sought for peace and hoped it would cover the earth as the waters cover the sea. In that spirit they joined hands with Sir Robert and gentlemen of the Anglo-Saxon nation in seeking a solution of the problems which vexed the nations. (Applause.)

Anglo-Saxon Goodwill.

The Colonial Secretary (the Hon. Mr. D. W. Trautman), who was called upon to respond for the Hongkong community, remarked that those present who knew him well as a man of very few words could imagine the consternation with which he received the news that an address was expected from him, especially when he saw so many round him who were more practised in public oratory. However, it was not a very difficult task to welcome the members of the

Cruise of the Malolo. "We who have lived in this corner of the British Empire," continued Mr. Trautman, "are accustomed to see large ships enter the harbour and suddenly to find our streets full of strangers and our conveyances somewhat crowded. A day later the ship has gone, the streets are normal, and we think no more of it than of the incoming and going of the tide. But with the Malolo it is different: her passengers come among us in the most friendly fashion and as a crowning token of Anglo-Saxon goodwill they have asked us to share their hospitable board. I hope this is the first of many visits of a similar nature. It gives me the greatest pleasure that the brief vicissitudes of office have laid on me the pleasant task of welcoming the Malolo at this juncture, when the heads of the two great Governments have just been meeting in the hope of bringing a little nearer realisation that great dream of universal peace by which alone this world—not excluding China—can possibly be saved. (Applause.)

Message from Chinese Generals.

Sir Robert Ho Tung, who was asked to address the gathering, thanked the hosts for the invitation to be present and remarked that he could scarcely, at such short notice, give an account of his adventures—and he might say strenuous treatment—in the North. He had listened with much pleasure to the kind words of sympathy which had been expressed towards China and he could assure the hosts that they would be very much appreciated by his Chinese friends. In the course of his visit to the North he had the honour of meeting all the four leading Generals in China and had the privilege of discussing with them the prospects of the industrial and commercial development of the country. He would give his American friends this message from the Chinese Generals: that any surplus funds at their disposal would be welcome for the purpose of developing the resources of China. In reply, the question would possibly be asked, "With the exception of Hongkong, where is there security in China?" To this Sir Robert said that his answer was, "Can anyone point to a single instance in which a justifiable claim on China has not been recognised, or a trust abused by any Chinese Government?"

Sir Robert referred, with pleasant recollections, to a visit he paid to San Francisco in 1918 when he had the honour of being entertained by the Chamber of Commerce there, and by his oldest friend in the United States, Captain Robert Dollar, to whom he would like to be remembered. The Chinese had always counted America as one of their best friends. Sir Robert Ho Tung concluded by thanking their hosts for their sympathy and promised co-operation in the task of bringing about peace in China, a task to which he had devoted himself with no selfish motive and in which he would continue to work as long as he lived. The problem was a difficult one but he did not despair. (Applause.)

No Special Privileges.

The Hon. Mr. W. E. L. Shenton, replying on behalf of the Chamber of Commerce (in the unavoidable absence of the Chairman, the Hon. Mr. B.D.F. Belth), said it was a pleasure for members of the Chamber of Commerce to do all they could to make the visit enjoyable and informative to the visitors. In a brief reference to the early history of the Colony, Mr. Shenton mentioned that in the very earliest proclamations it was always made clear that the British claimed no special privileges in Hongkong but held the Colony free to all nations and all flags, guaranteeing to the Chinese that their religion, traditions and customs would be respected. That pledge had been carried out to the letter. (Applause.)

At the conclusion of tiffin the visitors were taken over the numerous handsome saloons of the Malolo.

THE PRINTER.

Silent Worker for the
Malolo Trippers.

Far away for'ard on the "Goodwill" ship Malolo, now lying at

Kowloon is a small, but well lighted and airy room. Its presence means as much to the ship as the bridge, the wireless room, and even the kitchen, to the ship's passengers, but few of them ever see it, although they know it must be there.

Quite by accident an S. C. M. Post reporter stumbled upon it while being shown over the liner yesterday. He had seen the marble swimming pool, the period smoking rooms, and had had an iced soft drink, made as only Americans can make these delicacies, in the ship's soda fountain. He had seen works of art that had gladdened his soul, and was wandering through the lengthy corridors inspecting state-rooms, when a familiar sound caught his ears.

"Good heavens," he gasped, and clutched at his guide. "I must be dreaming. I must be back in my office—that's a linotype."

"Sure," said the guide unmoved. "Come in I'll introduce you to the boys."

So into the small room the reporter went and the sight of a small, but wonderfully compact printing room, as efficient, on a small scale, as any great American plant, gladdened him. Straight to a smart looking young operator he went with outstretched hand.

"Glad to meet you," said the operator. "My name's Floyd Knudson, 'Frisco, U.S.A. How d'you like the plant?"

Perfect Printing.

After the exchange of courtesies, Mr. Knudson explained that while printing plants aboard liners were common enough nowadays, few ships carry one so up-to-date and well equipped as that of the Malolo. Catering as it does only for the wealthiest of passengers, the Malolo, prints a newspaper containing anything up to eight perfectly printed sheets daily. In the several issues shown to our reporter not a printing error was discernible. This is due to the fact that two proof readers are carried on board, and the proofs are always scanned by them before the paper is printed.

Several beautiful menu cards which were printed for special dinners aboard liners were inspected, but the greatest luxury of all is the fact that the ship's printers can provide passengers with monogrammed personal letter-heads at a moment's notice.

These letterheads contain a picture of the Malolo, the ports to be visited, and the writer's name in old type. Mr. Knudson conceived this plan, and believes it to be unique.

The Operator.

The linotypist, Mr. Knudson, ranks as an officer of the ship and has two assistants, one being a compositor. He is quite a young man, and has travelled the world in his present capacity.

"It's pretty hard to land a job like this, isn't it?" he was asked, and replied with a broad American grin.

"No, I didn't find it so. All I did when I wanted to travel was to shift along to the offices of this company and get placed. Since then I've seen almost every place, and this cruise makes me a round globe trotter."

Mr. Knudson added that he liked the Malolo's present trip better than anything he had previously undertaken. He was particularly taken by what he had seen of the Orient, and thought the view of Hongkong by night was the only one of the world's wonders people were not disappointed in.

When finally our reporter left him the Malolo's printer was climbing into a shagreened suit to rush ashore for a run to Repulse Bay. "I've printed to-day's paper," he said with a smile, and made a dash for the gangway and a waiting ricksha at the wharf gates.

Drive a Trusty

"TRIUMPH"

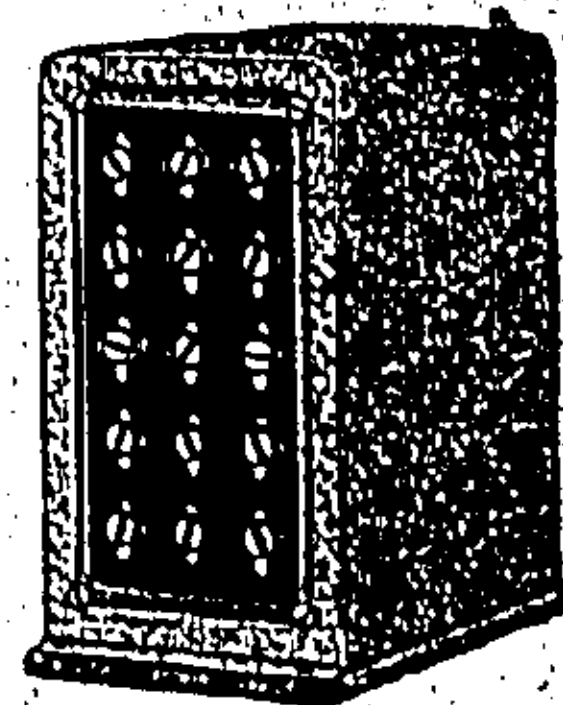
the Motor that never fails you.

SINCERE'S RADIO NEWS

NEW ARRIVAL OF NEW PRODUCTS

from

PILOT



"Jumbo" A.B.C. Power Supply Units

Comprising the No. 398 Power Transformer, the No. 398 Filter Condenser Block and the No. 395 Double Choke Coil, which fulfill the power supply requirements of most receivers employing A.C. tubes. Build up into very neat power packs, are thoroughly dependable and giving remarkable service wherever in use.

Write for Particulars.

THE SINCERE CO., LTD.

Certain relief for sufferers of "INDIGESTION"

with

3 Tablets of



Magnesium Perhydrol
"MERCK"

Relieves the distressing symptoms of nausea, heartburn, flatulence, and all other stomach troubles. Your doctor recommends it. From all chemists and stores in powder and tablets.

THINGS ARE LOOKING UP!

So, you can treat yourself to some new luggage. Send your old suit cases to the

HONGKONG BENEVOLENT SOCIETY CITY HALL,

Any Monday and Thursday at 10.30.

And thus delight the heart of some needy one going Home.

"RICKSHAW" BRAND

CEYLON TEA

Cheapest and Best

From all leading Comprodores.

SALESMAN \$AM

Who Else, Guzz?

By Small



If you would see your children grow stronger each day—become rosy, plump and full of life—try SCOTT'S Emulsion, the mother's friend! Ask for SCOTT'S EMULSION



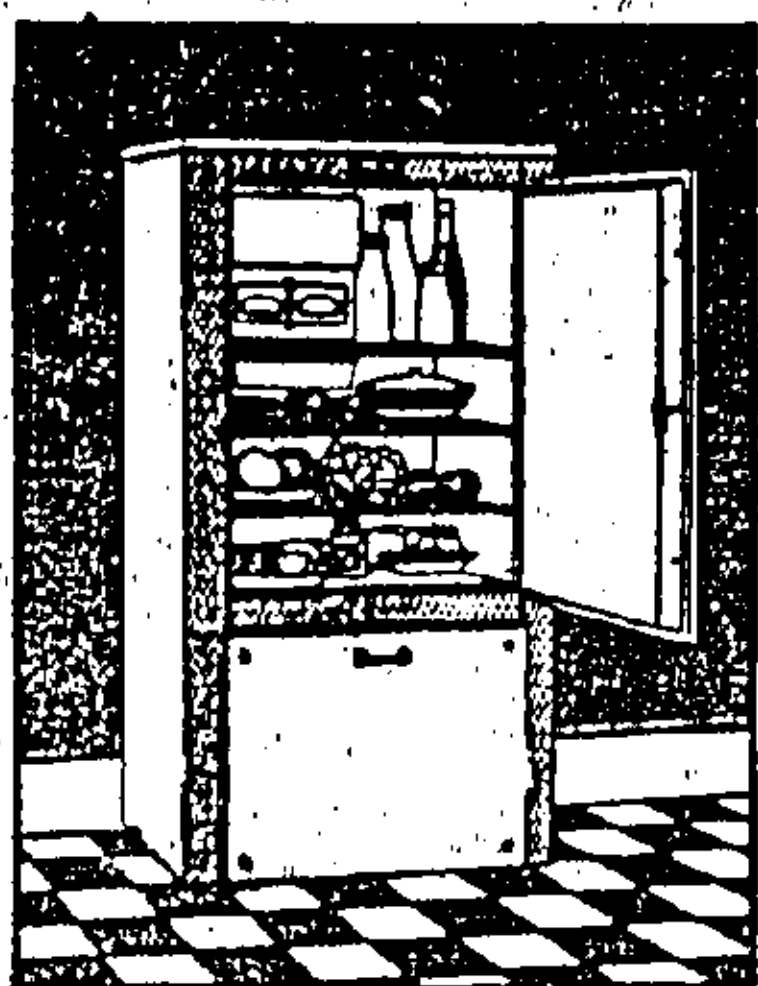
Note the different flavour of McNish—it signifies BETTER QUALITY

McNISH'S SPECIAL SCOTCH WHISKY.

Lane, Crawford, Ltd.

Sole Agents for Hongkong and South China.

Frigidaire

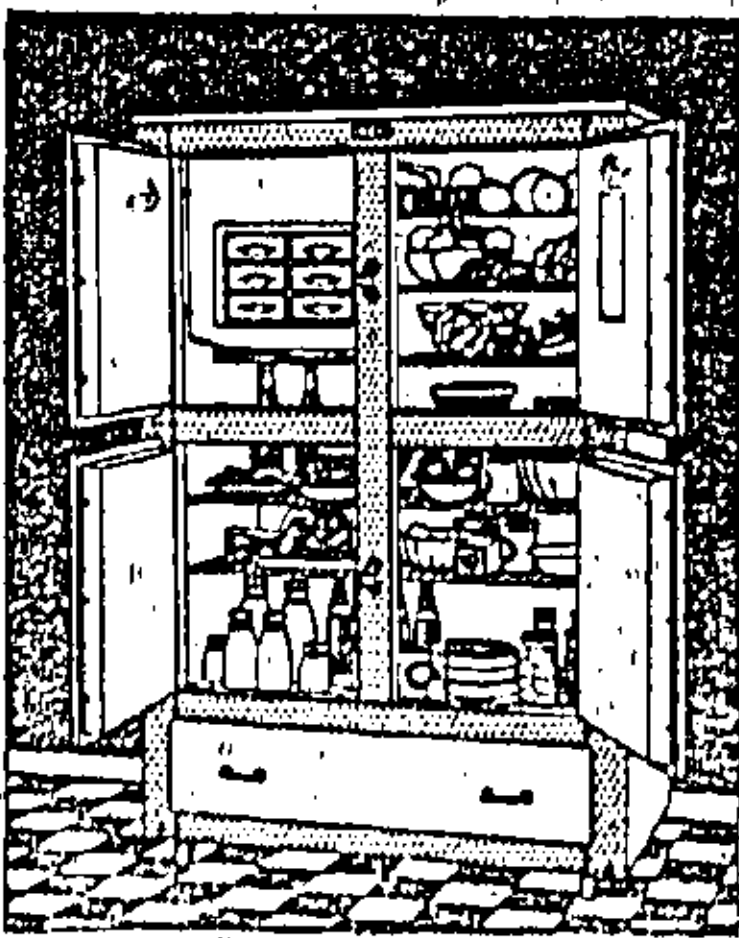


WHETHER IT BE THE BABY

AP-4

OR THE ROOMY

AP-18



WE HAVE THE MODEL TO SUIT YOUR REQUIREMENTS.

ALL ARE EQUIPPED WITH THE NEW EXCLUSIVE

FRIGIDAIRE COLD CONTROL.

DODWELL & CO., LTD.

Sole Agents for Hongkong & South China

Queen's Buildings.

Tel. C.1030.

THE NAVY'S CHOICE

Gates ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.

"SMUGGLERS' NEST."

MAGISTRATE'S COMMENTS IN OPIUM CASE.

"I am quite satisfied that this is a nest of smugglers in an extremely well organised place, and that the whole lot are a very clever gang," said Mr. E. W. Hamilton at the Central Magistracy yesterday, when he gave judgment in the adjourned case, where two Chinese women were charged with having in their possession raw opium.

The first defendant was further charged with dealing in illicit opium, whilst at the previous hearing, a further defendant was discharged from the charge of being in possession of the drugs.

The prosecution, represented by Mr. B. C. K. Hawkins, concluded their case early yesterday, the chief evidence being that the police made a raid on 61, Queen's Road, second floor, and there discovered 69 tael of opium hidden in the roof of the house and a further two taels in the possession of the first defendant. The first defendant was noticed with two letters in her hand, one of which she concealed on her person and the other she attempted to drop. These letters had since been translated, and the prosecution contended that they related to dealings in illicit drugs.

Mr. A. E. Hall, who defended, suggested that there was no case to answer, but the magistrate over-ruled this, and the first defendant then gave evidence during which she denied putting the parcel of 69 taels up in the roof, and further stated that someone brought her a letter just before the police arrived and she deposited it on the bed. She could neither read nor write. She was a spinster and earned her livelihood by spinning and knitting.

Mr. Hamilton said he was satisfied that there was no proof as to who did put the parcel up in the roof, and the defendants would be discharged from that summons.

Lacking in Logic.

Mr. Hall in addressing the magistrate said that the only evidence the prosecution relied on was the translation of the letters, and he could not see how the contents gave one the impression that it dealt with opium. The Revenue Officers, who were always very zealous in discharging their duties, tried to make everything they touch into opium. Since the letters had not been opened at the time of the arrests, he could not see how the defendants could have known the contents. Furthermore, the letter as interpreted did not refer to any dealings in raw opium.

Mr. Hamilton said that Mr. Hall's eloquent address was lacking in logic. The evidence was that a raid was made on a certain place where opium was found. The evidence showed that upon the arrival of the Revenue Officers, the first defendant seized the two letters and tried to conceal them. The contents of document No. 4 was obviously a discussion and instructions in business details, which although it did not disclose what traffic was going on, yet was obviously illegal, or else why should the sentence, "Read this letter carefully until you perfectly understand it and then destroy it by fire" appear in it. There were only two kinds of letter which one destroyed by fire. One was the guilty love letter and the other, dealing in illicit traffic. The first defendant denied everything the prosecution had stated and that meant that either Mr. Grimmit or the accused were lying. He believed it was the accused and the reason for her lying was that she knew the contents of the letters.

He would convict the first defendant on the charge of dealing in illicit traffic, but would dismiss the charge against her of being in possession of the opium. She would be fined \$2,000, or in default, 12 months' imprisonment. The second defendant, who was obviously an instrument for being in possession of two taels of raw opium.

CHINESE MATCHES.

MANUFACTURERS DECIDE TO CLOSE DOWN.

The match-manufacturing industry started in China over ten years ago enjoyed a flourishing period, especially during the world war. There are now only a few brands which can sell in the market to keep their factories going for the time being, and even then, the makers in this province are suffering from a depression which they say, has no equal during the past.

It is reported that the Match Manufacturers' Association has decided to stop manufacturing altogether for the reason that the match trade is entirely forced to the wall by the invasion of foreign, especially Swedish, matches.

In the statistics furnished by the native match-manufacturers, their manufacturing is greatly hampered by the difficulty in obtaining the license to import the necessary chemicals for use in their factories, as the Government classifies such materials as explosives or dangerous goods.

Besides, there is no protective tariff to allow native matches to compete with foreign products which being facilitated by mass-production and big mergers of capital, naturally outdo the native goods at all times.

Furthermore, the Swedish made matches can sell at half the price that is charged for native matches on account of the mentioned reasons, and their market has been greatly extended, even in the interior provinces because of the price factor. The same matches sell for about \$30 Hongkong currency, per case, are competing against the native matches by selling for \$22.00 Canton currency in Canton. For export by the buyer in Canton to other provinces such as Yunnan, Kwangsi and Hunan, the agents for the Swedish matches generally allow a rebate commission of \$1.50, thus making their prices the most reasonable that could be obtained in the market.

It is understood that the native match-manufacturers have petitioned the Department of Commerce and other offices of the National Government asking that protection be given to preserve their trade which, if killed, would add more to the present economic pressure.

In the petition, suggestions are made asking the Government to establish special offices to levy special taxes on the importation of foreign-made matches and to re-classify the necessary chemicals for match manufacturing, so that the manufacturers will not face any difficulties in obtaining the license for the importation of such materials.

CHURCH'S WELCOME.

SOCIAL IN HONOUR OF REV. E. A. ARMSTRONG.

A cordial welcome to the parish was extended to the Rev. E. A. Armstrong, the newly-appointed assistant chaplain of St. Andrew's Church, by members of the congregation at a social gathering in the Hall last evening.

The Rev. Mr. Armstrong, who arrived in the Colony on board the Kashgar on Thursday morning, was formerly curate in charge of a Mission Church at St. Mary Stokes, Ipswich, while prior to that appointment he was curate of the Doncaster Parish Church for three years.

Musical items were rendered by local artistes, and games were indulged in during the evening, refreshments being served.

Greetings were extended to the new arrival by the Rev. C. B. Shann, acting vicar of St. Andrew's Church, who presided.

The Rev. Mr. Shann assured the newcomer, on behalf of the congregation, that they were glad to welcome him.

In thanking the congregation for their welcome, the Rev. Mr. Armstrong said that he felt like a geranium at a flower show. He did not know what he felt like, but that was how he felt (laughter).

The Rev. Mr. Armstrong conveyed to the members of the congregation messages of remembrance from the Rev. and Mrs. G. R. Lindsay, and the Rev. and Mrs. W. W. Rogers.

Dean Swann, on behalf of his Lordship the Bishop of Victoria, expressed the Bishop's regret at being unable to attend as he was not in the Colony. The speaker said that he knew the Bishop would have been present had he been here, as he would have liked to welcome the Rev. Mr. Armstrong as much as the congregation.

A steel screw vessel of 7,263 gross tonnage and 4,397 net tonnage. She is equipped with oil engines, which are capable of developing 1,555 N.H.P., and is fitted with a cruiser stern. Registered at Hamburg, she is 463.6 feet long, 60.1 feet broad and 38 feet deep.

The Kulmerland left for Japan at daylight yesterday.

LOCAL RADIO.

KIDDIES' HOUR TO BE REPEATED.

Auntie Joan of the Hongkong Broadcasting Studio has requested us to announce that following the success of Kiddies' Hour last Thursday, she will again broadcast for children at 5.30 p.m., on Monday next.

It is also desired that we announce that Auntie Joan wishes to receive the names, addresses and ages of as many children as possible. Her intention is to establish a system of birthday messages to be broadcast over the radio, and to form a Radio Birthday Club. This system has been in vogue in most cities where wireless is popular for many years past, and is greatly appreciated by children and grown-ups alike.

A Radio Fairy Circle is also to be formed, and Auntie Joan wishes it known that she is prepared to broadcast any special messages for children during the Kiddies' Hour. The hour will certainly be held once a week, and will be held twice weekly if the necessary support is forthcoming.

All residents wishing to send their children's names, addresses and birthdays to Auntie Joan should address them to her personally at the Hongkong Broadcasting Studio, Post Office Building.

To-day's Programme.

Broadcast by Z.B.W. on 350 metres, 11.00-11.30 p.m. Commercial news, share reports etc. in Chinese music.

12.00-1.00 p.m. Demonstration programme, (Chinese and European records). For the use of the radio dealers.

1.45 p.m. Weather report.

7.45 p.m. Evening weather report.

9.00 p.m. Evening general programme, (Columbia records supplied through the courtesy of Messrs. Anderson Music Co.).

"Good News," (de Sylva, Brown and Henderson) Selection, Debroy Semers Band.

Dance music.

9.20 p.m. "Can't Help Lovin' Dat Man," "Show Boat—Bill," (Kern).

Soprano, Marie Burke and the Mississippi Setette.

Dance music.

9.45 p.m. "Just You, Just Me," "Hang on to Me,"

Ukulele lks. (Cliff Edwards).

Dance music.

10.10 p.m. "Camp-Fire Sing Song,"

Vernon Lee and Caterham School Scouts.

Dance music.

10.30 p.m. Evening programme of Chinese music, (Records supplied through the courtesy of Messrs. New Moon Record Co.).

11.30 p.m. Close down.

To-morrow's Programme.

The following programme will be broadcast to-morrow from the Hongkong Broadcasting Station Z.B.W. on 350 metres.

10.55 a.m. Morning service relay from Union Church, Kennedy Road.

Preacher:—Rev. F. C. Young.

At End of Relay Programme of music until 1 p.m. (Records supplied through the courtesy of Messrs. Wing Lok Co.).

1.45 p.m. Weather report.

7.45 p.m. Evening weather report.

9.00 p.m. Evening general programme, (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.).

"La Boheme—Fantasia," (Puccini), "The Floral Dance," (Nesbitt).

"The Lute Player," (Allister), Bass-Baritone, Peter Dawson.

"Love Lies," (Mayerl) Selection, "Five O'Clock Girl," (Ruby) Selection.

"Cancion Popular," (New Mayfair Orchestra).

"Malaguena," (Spanish Dance), Violin Solo, Fritz Kreisler.

"The Waltz Dream," (O. Strauss) Selection.

De Groot and the Piccadilly Orch.

"Come Away Death, Op. 17, No. 2" (Schubert).

"Coronach," (Schubert).

Vocal Trio: Master E. Lough, D. Horton and R. Mallett.

"The Mikado," (Sullivan) Selection.

The Band of H. M. Goldstream Guards.

"Chanson," (In Love) (Ermi), "Love's Garden of Roses,"

Organ Solo, Reginald Foot.

"Londonderry Air,"

"Air on G String,"

H. M. V. New Symphony Orchestra.

"Bedouin Love Song," (Pinsuti), "The Bandolero," (Stuart),

Bass-Baritone, Peter Dawson.

"The Singing Fool," Selection.

De Groot and His Orchestra.

"Ave Maria," (Hail, Mary) (Schopin), "Dream of Love," (Liszt-Schopin),

Tenor, Tito Schipa.

"Caprice Viennois," (Kreisler), "Dance of the Automaton and Waltz,"

San Francisco Symphony Orchestra.

10.30 p.m. Close down.

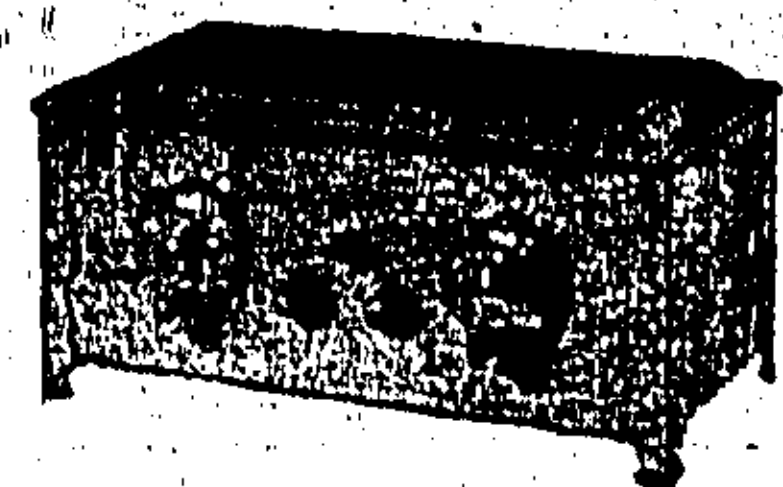
BRITISH MOTOR-CARS.

PRUDENTIAL ASSURANCE TO PROMOTE MANUFACTURE.

London, Oct. 25.

It is now confirmed that the Prudential Assurance Co. have arranged to invest £1,000,000 in Rootes, one of the largest of the motor-car manufacturers, for the purpose of developing the automobile industry throughout the Empire.

This will result in establishing additional offices and service centres overseas, and it is hoped greatly to increase the number of exported British cars.—British Wireless.



A. C. COSSOR LTD.

Highbury Grove, LONDON.

HAVE APPOINTED US

SOLE AGENTS

[for their famous

RADIO PRODUCTS.

We have just received a

limited stock only of the

"COSSOR MELODY MAKER"

IN COMPLETE KIT FORM, INCLUDING

VALVES, A HANDSOME CABINET AND

C. BATTERY. THE WONDERFUL SET

WHICH YOU CAN BUILD YOURSELF

IN 90 MINUTES.

Come and see this wonderful set at the

HONGKONG RADIO SUPPLY CO.

No. 7, Pottinger Street.

G.E.C.

GRID & OUT DOOR SWITCHGEAR.

S.E. ENGLAND ELECTRICITY SCHEME.

BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductors insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

IRELLI GENERAL

Estimates for underground Cables up to 33,000 volts & overhead Transmission schemes up to 132,000 volts given by

THE GENERAL ELECTRIC CO., OF CHINA

Queen's Building, Hongkong.

Don't Under-Value Self

WHY does a man insure his property for its full replacement value yet feel satisfied with a few thousand life insurance often representing at most two or three years' income? The fire policy may become a claim, the life policy must, either by death or maturity. Are you adequately insured?

Enquire to-day

THE

MANUFACTURERS LIFE

INSURANCE COMPANY

HEAD OFFICE . . . TORONTO, CANADA.

Special Representative

Mr. E. J. R. MITCHELL

Agents:

ARNHOLD & CO., LTD.

French Bank Building, Hongkong.

Tel. C.1500

GRAND MINSTREL CONCERT

BY
"THE DANDY COONS"
(Organized by Mrs. G. W. R. Griggs)

AN ENTERTAINMENT OF
MUSIC, MIRTH AND MELODY

AT
THE CATHEDRAL HALL
THURSDAY
October 31st
at 9 p.m.

ADMISSION \$1.

MATINEE—SAME DAY—5.30 p.m.
Children half-price

How To Enjoy 1095 Meals A Year.

Wise people eat no more than three meals a day. To really enjoy every meal throughout the year all that is necessary is healthy digestion, a chief factor of which is daily elimination from the system of the body's waste.

If you do not enjoy your food most probably defective liver or intestinal action is the cause, and Pinkettes, the gentle little laxative liver regulators, are the remedy you need. Just try them to-night—two at bed-time, with half a tumbler of filtered water—and see what a fine appetite you will have for breakfast in the morning. Chemists everywhere sell Pinkettes, price 60 cents the vial.

October

New Orthophonic
**Victor
Records**

Can Be
Obtained

from

TSANG FOOK PIANO
COMPANY.

8, Des Vœux Road Central
(Entrance Ice House Street)
Telephone C. 4048.

WOMAN'S WORLD FOR OUR LADY READERS.

Autumn Styles.

1,000 YARDS OF FRILLS ON
ONE FROCK.

The hats and evening dresses which women will wear during the winter were revealed at Olympia, Kensington, W., last month when a fashions exhibition open only to the trade began.

The new season's evening dresses on view included one which was entirely covered with frills an inch wide. It took one girl three weeks to make 1,000 yards of frilling for it.

There are flared frills or bits of frills, sometimes of different lengths, at the sides or back of the frocks; there are handkerchief skirts, or handkerchief sleeves, from below the elbow; there are capes on the backs of evening dresses.

Every kind of decoration has been called into use. A red dress has a parrot embroidered in white on the flared flounce on the left side, and on the right sleeve is another parrot. A peacock in silver spreads himself on a black gown.

Dinner-coats to match are with nearly every evening dress.

Hats of Felt and Fur.

Women who are growing their hair have decided the winter fashion for hats. Some have gathered or pleated flaps six inches below the nape of the neck. The fronts are turned off the face. Felt is the material, fur the trimming, and bottle-green and cranberry the colours for the season.

Back to Lace.

FASHIONS HELPING A
BRITISH INDUSTRY.

Nottingham, Sept. 20.
Lace is being worn more extensively now than for many years, and for dance frocks it will be first favourite this season.

This is largely due to artificial silk. The skilful utilisation of this vegetable fibre to outline the pattern of the lace on a background of cotton net is a recent departure, and yet, it forms considerably more than half the lace made by Nottingham to-day.

The use of colour, too, has helped greatly to extend the wearing of lace, and the new fast-dye processes give an unlimited choice.

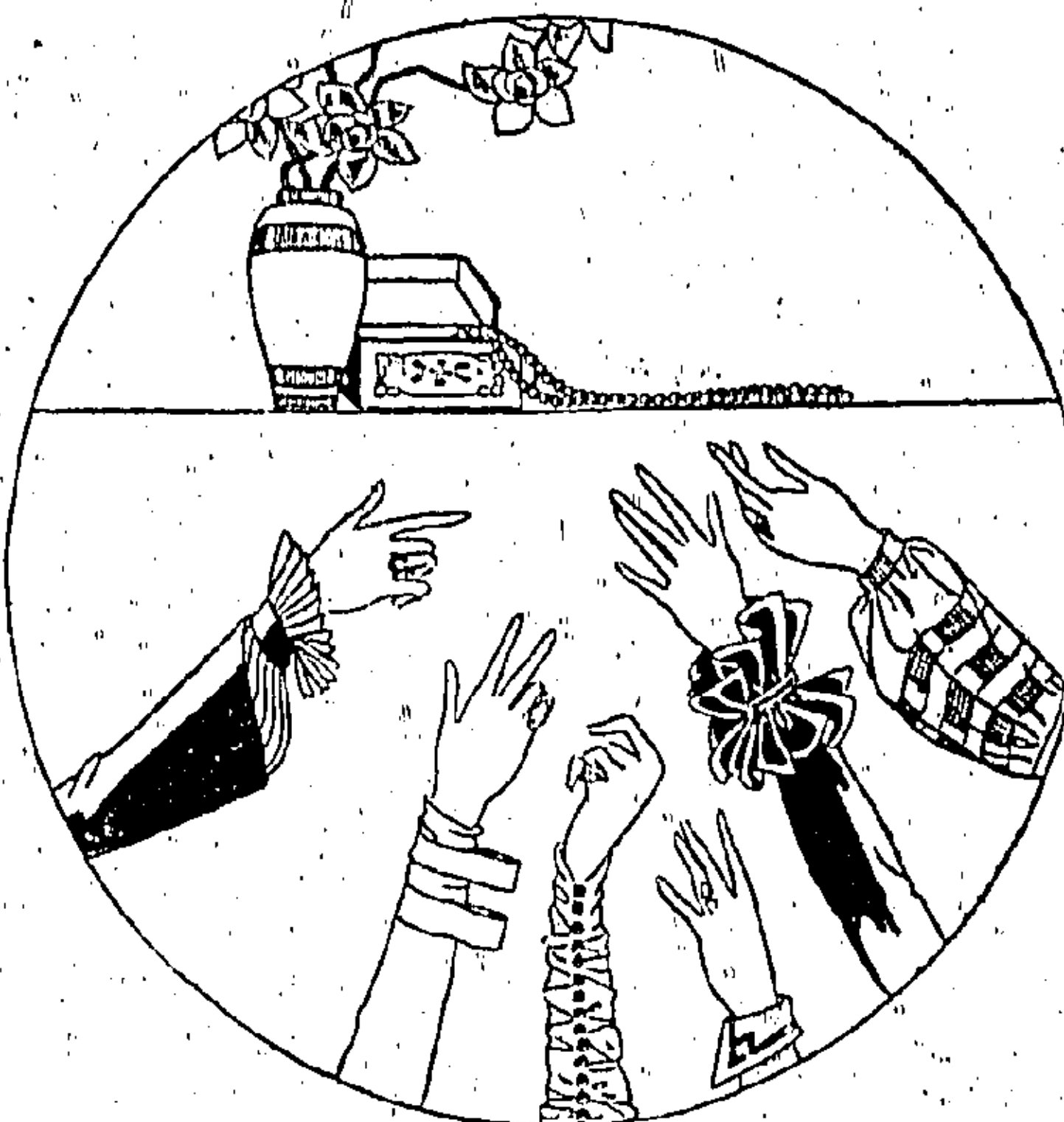
There is a keen demand for flouncings and for what is called "the unmade dress." This is composed of a dress length of lace made of a mixture of fine cotton and rayon, and is already "shaped" to such an extent that the purchaser has only to join up the side to make it fit her.

Delicate pastel shades are in vogue, and there is a run on lemon-pink, almond green, and the still popular beige. Daffodil will, it is announced, be the leading colour for evening wear.

Manufacturers here are anticipating the best autumn season since the postwar slump.

Multiple Brushes.

Not the least important of the "extras" that take up a considerable amount of room in suit-case or trunk are brushes—shoe brush, clothes brush, hat brush, &c. It is now possible to purchase two brushes that will do the work of five! One is a combined hat and cloth brush, and the other a three-in-one shoe brush. Both are made of good bristles with backs of varnished wood of the colour of light oak. Though primarily intended for feminine use, they would not be at all out of place in a man's portmanteau.



The variety of choice in sleeve treatments for day dresses may be gauged by the types illustrated here. There is, for instance, a pleated cuff of white georgette, let into the open bell sleeve of a black frock, the frill falling daintily over the hand. Then there is the strapped cuff belonging to the tight-fitting sleeve of a wool georgette dress. The fashionable shirred sleeve is the outcome of the vogue for the shirred hipline and is quite attractive with its trimming of tiny buttons. Next comes a very neat little cuff of crepe de chine with narrow ribbon velvet trimming for a more or less severe model; followed by the picturesque ruffled wrist treatment for a more elaborate satin afternoon toilette. Last is the sleeve which develops into a bishop shape below the elbow and is trimmed in a novel way with bands of fine check fabric to tone.

British Materials.

FOR AUTUMN FASHIONS.

Big quantities of British materials have been used for the gowns and coats which are now being displayed at the Fashions Exhibition at Olympia and at the autumn trade shows in London.

Moire From Macclesfield.

Twenty thousand yards of moire, much of which comes from Macclesfield, has been used by one firm of wholesale dress manufacturers alone during the past three months. At least 50 per cent. of another type of British moire contains rayon, as silk manufacturers have decided to christen all artificial silk, and rayon moire is 40 per cent. cheaper than pure silk moire.

Miles of Beige Lace.

The amount of beige lace which Nottingham is manufacturing runs into miles a week. Gold lace from this town is made up extensively with crepe suede made in Bradford. From Yarmouth comes pure silk satin, from Tiverton pure silk georgette, crepe de Chine, net, and printed marocain, and from Bradford silks woven with tinsel thread, which are being used as widely as last year, although the wool tinsel vogue is ended.

From Bradford, too, comes chene taffeta, which is being used by dress manufacturers almost as extensively as moire for evening wear. It has a soft, blurred pattern, obtained by printing the design on the wrap, the wool or cross threads being woven in afterwards.

Stockinette to Imitate Tweed.

Wool yarns from Bradford are woven on stockinette machines in

Fashion Secrets.

GOWNS TO THE ANKLES.

Some of the secrets of the fashions for autumn and winter were last month revealed at a rehearsal of a Fashion Exhibition which was opened at Olympia, Kensington, W., by Miss Marie Tempest.

Mannequins put on and took off hundreds of gowns and costumes which will indicate to the trade buyers the materials and styles which are expected to be in vogue.

Velvet, it would appear, is to be popular for both day and evening dresses. Gowns for dances and for formal afternoon wear will resemble the sheath-like dresses worn in 1913 except that the "hobble" round the ankles will be replaced by a very full flounce.

The frock with the uneven hemline is decidedly longer in front—the knees are more than well covered—but the drooping skirt is shorter at the back than it was last winter.

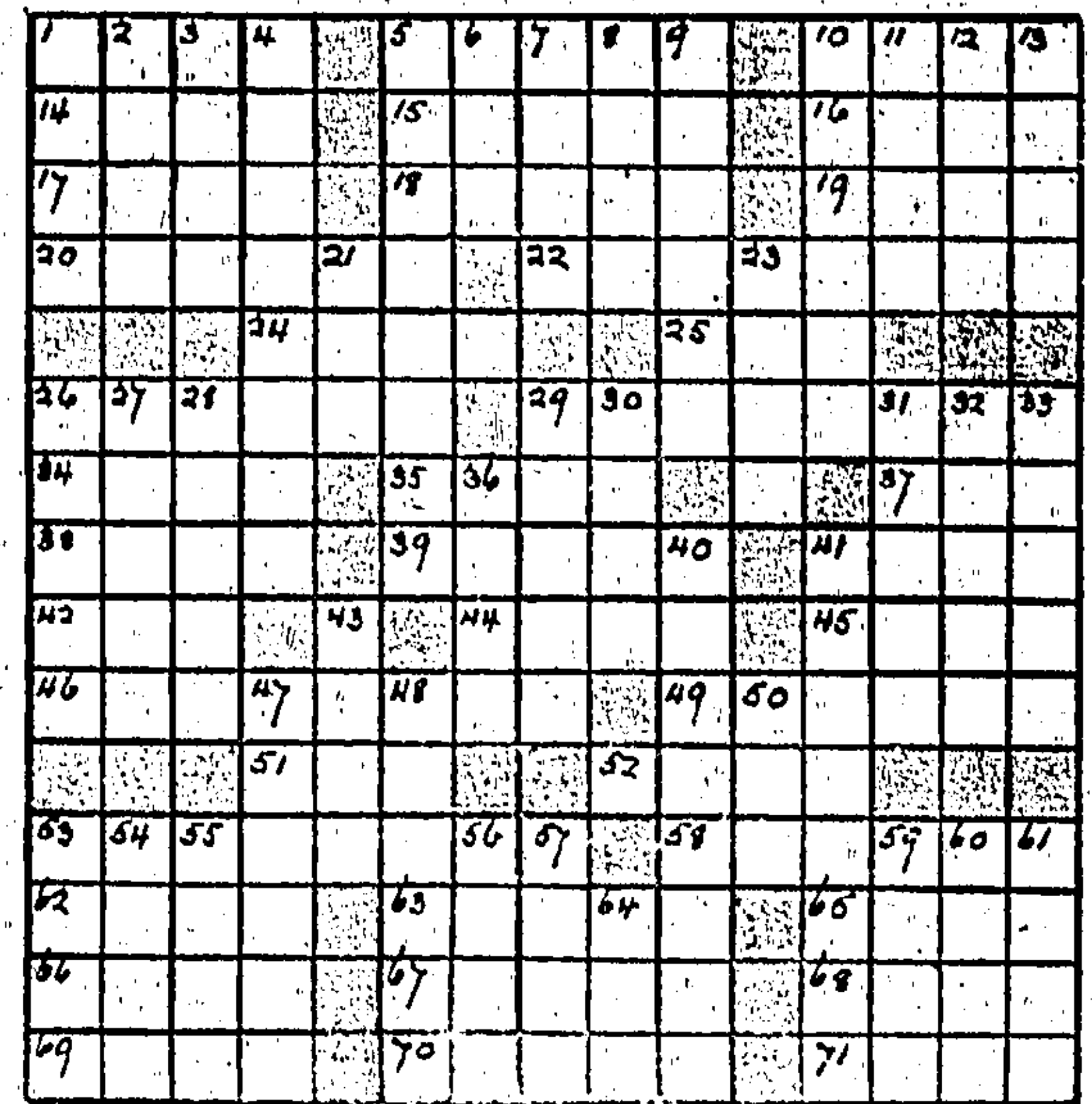
Darker Colours.

Evening frocks are to be of darker colour this year. Navy, wine shades, bottle green, burgundy red, and raven's wing blue will partly replace the apricot and peach shades and the pale colours generally which are looked upon as evening wear.

The exhibition holds out little encouragement to the woman who would like to stop dieting. A slim figure is an absolute necessity for the new sheath dresses. It need not be as "straight up and down" as it has been, but there is no sign of curves being welcomed.

Leicester factories into a new trend stockinette, the designs used being imitations of West of England tweeds. The material is firmer, but quite as soft as wool stockinette.

OUR NEW BRITISH CROSSWORDS



Across.
1 Bound.
2 Becomes less warm.
3 Agricultural holding.
4 Bore.
5 Long legged bird.
6 Haut boy.
7 Ronder fluid.
8 Combating—ground.
9 Measure.
10 Annoys.
11 Hidden.
12 Goodbye.
13 Know.
14 Invective poem.
15 Receiver of stolen goods Scots law.
16 Trim.
17 Tidy.
18 Eggs.
19 Stir to anger.
20 Taste.
21 Two winged fly.
22 Service.
23 Straight line in trigonometry.
24 Load.
25 Formed into a terrace.
26 Enshrouded.
27 Go astray.
28 Lively.
29 Pluck.
30 Walking stick.
31 Mimicked.
32 The best.
33 Eagle.
34 Advice.
35 Twelve.
36 Regrets.
37 Reared.
38 Waste.
39 Joins by stitching.

Down.
1 Beroff.
2 Precedes a fever.
3 Kind of tableland.
4 Infuence.
5 Purifies.
6 Over.
7 Minerals.

8 Solitary.
9 Light meals.
10 Incite.
11 Encourage.
12 Mere repetition.
13 Reward.
14 Organ of hearing.
15 Mass of rocks.
16 Walk with dignity.
17 Ascend.
18 Freemasonry official.
19 Swift.
20 Famous college.
21 Pertaining to tone.
22 Escape.
23 Valued.
24 Comfort.
25 Worthy of reverence.
26 Sparkles.
27 Story.
28 Abounding with reeds.
29 Religious beliefs.
30 Age.
31 Apparel.
32 One who copies.
33 Native of ancient Media.
34 Smock frock.
35 Bulk.
36 Genuine.
37 Afresh.
38 Headland.
39 Number.

Yesterday's Solution.

TUSK'S IDEAL RAID
O WEAKE E RUED W
STAND TAP E PORE
SAY LYONS CAROL
K HYMN AGAINST
RICE PARLOUR E
INURE LINES P P
OGRESS V SEVERE
TUY PETER DORIC
DE MINERAL TICH
DEFEATS POSE W
RURAL TRITE YES
ODES DYED WREST
LELSESC MAYE I
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NEW SHIPMENT JUST ARRIVED!

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ANNOUNCEMENT.

The forthcoming wedding is announced between Mr. A. A. dos Remedios, of Jardine, Matheson & Co., Ltd., and Miss L. M. Gomes, to take place on Saturday, November 9, at 4.30 p.m. at the Rosary Church, Kowloon, and afterwards at the Club de Recreio. No invitations are being issued, but all friends will be welcome.

The Hongkong Telegraph.

SATURDAY OCT. 26, 1929.

MUNICIPAL COUNCIL QUESTIONS.

In view of the frequent urging of the need of a Municipal Council in this Colony, which shall have charge of all purely local affairs, we have been endeavouring to obtain some information as to how the system works in other Crown Colonies. A little time ago we were able to disclose some of the activities of the Colombo Municipality, and now we have secured some information regarding the duties of the Municipalities in the Straits Settlements. There are still several matters which we have not yet succeeded in clearing up, such as the exact position as between the Municipalities and the Executive, but sufficient is in our hands to show that the system is working with results of the utmost benefit to the communities which it serves. Indeed, a report issued some years ago on the work of the Municipal Commissioners stated that although the discharge of the duties calls for much time on the members, it was unquestioned that much valuable information and advice would be lost if the system were dispensed with and the members of the community had no proper means of access to the authorities in charge of municipal affairs.

The Straits Settlements have now been working this Municipality system for well over forty years, a fact which is sufficient to indicate how far behind the times Hongkong is. Under the system, towns are divided into wards represented by Commissioners who are elected by qualified voters, in addition to which there are other Commissioners nominated by the Governor. A President is chosen from this body, and in accordance with the intention of the Ordinance creating the Municipalities, namely, to encourage the administration of municipal affairs by representatives of the ratepayers, the occupant of that post is generally an Unofficial. The president is the chief executive officer of the Municipality, and on

him falls the task of co-ordinating the work of the different departments; of exercising supervision of the income and expenditure, of laying before the Commissioners in a practical form the views of the heads of his departments as to questions of policy and as to the measures to be undertaken in pursuance thereof. He is also required to take care to see that the general interest of the community is not made subordinate to the particular interests of influential ratepayers working through the Commissioners. Another important function which devolves on him is to investigate complaints made of the inaction of the Executive in connexion with urgent matters, for it seems to have been found that on occasion the Government has been rather half-hearted in carrying out municipal schemes on which it has not been particularly keen. The point to be remembered, though, is that the Municipality has definite functions and that it can insist on its orders being obeyed. It is essential, though, that there should be hearty co-operation between the Executive and the Municipality.

How extensive is the ground covered by these Municipalities may be gathered from the fact that they have their own Health Departments, and their Engineers' Departments, and that they even deal with such matters as assessments of property. The Engineers' Department, it is worth noting, cover all such matters as roads, bridges, drainage, sanitation, waterworks, etc., and with the funds and materials which they handle they undertake big construction work on their own account, as well as some others on a contract-letting basis. They even vote appropriations for inclusion in the Budget, and have specific sources of revenue allotted to them. In short, these bodies discharge the functions of a Corporation or Borough at Home, and they fit well into the scheme of government. It is when we encounter facts such as these that we realise how much valuable work a Municipal Council could do in this Colony. We suggest, therefore, that our Unofficials address a question to the Government, at some future meeting of the Legislative Council, with a view to ascertaining whether such a body could not be created in Hongkong.

Opium Traffic.

The very persuasive argument of the correspondent who found himself in disagreement with our views on the subject of opium traffic regulations and the responsibilities of shippers, represented, no doubt, the considered opinion of a great majority of the men who serve their lives afloat. We deprecated, it will be recalled, the decision of the U. S. Senate to absolve ship-owners and ship's officers from liability for opium smuggling if they are able to prove their ignorance of the attempt. Our correspondent submitted, quite convincingly on the surface, that sailors have quite sufficient to do in the performance of their normal duties without being required to add to them those of a Customs detective, and up to a point, we are prepared to agree. But that is quite different from suggesting that shippers should be absolved from all responsibility. The crux of the question lies in the inter-relationship of shipping and smuggling. Contraband of any kind is usually ship-borne, and our correspondent would apparently concur in daily contests between ship and shore, a continual battle of wits, instead of co-operation between ship's officers and preventive men. In the case of opium this co-operation has been made compulsory in America, owing, as we pointed out, to the very serious problems presented by the traffic in dangerous drugs, and though some hardships undoubtedly arose from the system, there is reason to believe that it provided the only effective means of combating the traffic. The Hongkong law says that a ship shall be deemed to be implicated unless it is proved to the satisfaction of the magistrates that every reasonable precaution has been taken to prevent the unlawful use of the ship. Obviously, Hongkong requires vastly more of the ship's officer than does the United States under the modified Tariff Bill, yet as things are to-day we should be prepared to condemn any move for the introduction of less stringent regulations. As an illustration of the damage likely to be done by the U. S. decision, we may mention that following the imposition of heavy fines on ships

DAY BY DAY.

THE ENGLISH PEOPLE DO NOT MIND FLICKING A DUSTER OVER THE DIRTY PLACES, BUT THEY DRAW THE LINE AT A CLEAN SWEEP.—Phillip Gibbs.

A bankruptcy notification states that a third dividend of 20 per cent. is intended to be declared in the case of A. Kwal and company, known as Yick Cheong Hong, of 18/19, Connaught Road Central.

It is notified that at the expiration of three months the Hongkong & South China Launch Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Tenders are being invited for widening the lower portion of Garden Road. The work comprises excavating and removing kerbing; channelling, taking down and rebuilding fence wall to new alignment of Garden Road adjoining Murray Barracks.

Two lots of Crown land situate at Shamshui are to be sold by auction on the 12th November. They were New Kowloon Inland Lot 1284 (area, about 23,040 square feet; upset price, a dollar a foot) and New Kowloon Inland Lot 1285 (area, about 14,690 square feet; upset price, \$25,768).

CORRESPONDENCE.

The Hongkong Dollar.

(To The Editor of Hongkong Telegraph.)

Sir,—Torn between "Observer's" optimism and "Onlooker's" pessimism as to the effects of the low exchange on the finances of our Dock Companies, I am glad I reached the haven of a definite opinion some days ago.

As a recent investor in Docks, influenced by the observations of the first as to the possibilities and probabilities of a low exchange, I am able to-day to realise on a profit of about 25%. I still hold the shares; now what do you say "Observer" and "Onlooker"?—Yours, etc.,

"ATTABOY."
Hongkong, Oct. 25th, 1929.

Fleta's Recital.

Sir,—In placing the number of composers he admires at at least thirty, "Musical Critic" shows perhaps a wider range of appreciation than would appear from his wholesale condemnation of the programmes of most artists who visit us. When, of about half-a-dozen forthcoming attractions, he singles out only one that seems to him worth hearing, and out of nine composers appearing on Fleta's programme, he says that only one appeals, he places himself in a category of music-lovers who are very hard indeed to please.

It is right to assume that a singer chooses an operatic aria for his programme solely because it shows off the range and flexibility of his voice? May it not also be good music, and quite a gem in itself, though divorced from its context and scenic effects? Is an elocutionist to be debarred from reciting anything from Shakespeare for such reason? Once again I think "Musical Critic" is not being fair to himself in his expressed dislike for all excerpts from opera. I remember a local concert where there were three operatic arias on the programme and he wrote quite enthusiastically about them. I am sure he was perfectly sincere.

Naturally one does not find artists like Elena Gerhardt and Carl Henschel singing "excerpts" from opera at their recitals, for they are not opera singers at all. They are *lieder* singers, because that type of music is better suited to their voices.

It is a very well to advocate distinguishing "good art from bad art and good music from vocal or instrumental gymnastics and sobstuff" but I would remind "Musical Critic" that this correspondence originated over his criticism of Fleta's programme. There is not a single instance of "sobstuff" upon it; there is not one item that could be labelled "vocal gymnastics," and the entire selection is one which I would consider any music-lover (other than an extreme highbrow) could listen to with the utmost enjoyment.—Yours, etc.,

ALLEGRO.
Hongkong, Oct. 25th, 1929.

of the President-type, a system of rewards to members of the crew was instituted on board these vessels, \$55 being paid for every five-tael tin of opium discovered. The result was that non-members of the smuggling ring, for the crews are almost without exception hand in glove with illicit exporters, repeatedly upset the plans, and the fines exacted became negligible in number and amount. The end of responsibility will mean the end of rewards, and a most powerful agency for curbing the traffic will be destroyed. If the American law insisted upon "every reasonable precaution" we should have no criticism to offer, but "ignorance" seems to be asking for trouble.

THOMAS MOORE.

The Minstrel Boy From Dublin.

One hundred and fifty years ago, a boy was born in Dublin. During his school days he did the things that every romantically minded Irish boy of his generation did. He steeped himself in the strange tales of bog and castle, the legends of knight and chieftain and the ebb and flow of the city about him. At the turn of the century, when he was twenty years of age, he took ship for London. It is here his story begins to differ from the ordinary. It is one of the most romantic stories in all modern literature.

There he is, the minstrel boy, marching toward London, his head held up, and the light of aspiration in his eye. With nothing in his hand but a few songs, and with his harp on his back, he was to assault the stronghold of the literateurs of his day; assault and carry the stronghold, with a verve and vigor that have seldom been matched. Of course, he was inwardly armed. He had all the magic of the green woods, and the green fields of Ireland; he had the visions he had seen beside the Irish streams. And he had a very warm heart.

He was a charming boy, Tom Moore, with an appealing sort of wide-eyed expectancy, confidence almost; which took London by storm. Within the year he had access to half of fashionable London. He had a long subscription list to the little sheaf of songs he had brought with him, and he had permission to dedicate them to the Prince of Wales! And this was not all, at evening, he could very frequently be heard singing his songs to his landlady.

People like freshness, and boyishness, and the lilt of young love. The minstrel boy brought these to a jaded London, and London opened her arms to him and took him in. His was not the flashing blaze of resplendent popularity that acclaimed Byron, but it lasted longer, and grew steadily. There were few houses of distinction in those days that did not at some time or another shelter the blue-eyed lad from Dublin.

It is usual, when the first few bits of work a poet shows gather such a harvest of acclaim, to find that the popularity wanes, but in this case, the "Odes of Anacreon" which he had brought with him from Ireland were far from being his best work, and it is fair to say that his welcome depended more on his occasional songs, his sweet voice, and the charm of his buoyant nature, than on the poetic excellence of his verse. The popularity was not based on a vain whim, however, for he continued to produce, and his later work showed a variety and vigor few had been bold enough to expect.

Tom Moore did not prove, as Burns did, that "The rank is but the guinea stamp." He never attempted to lead a movement. Wordsworth did, back to nature. He never attempted, as Shelley did, to found anarchy and Utopia at a stroke. But Tom Moore was a sweet singer. His voice had the aura of a thousand years of romance in it, and the melody of human happiness and love and laughter.

As an example of one of the finest types of English lyric poetry, I cannot resist printing one of Moore's own favourite songs. It was a song written at a great contentment, and it breathes the fine, calm spirit of the minstrel with an exquisite simplicity that echoed all the lovely things, the rare things, in a memory that was replete with fragrance. Strangely enough, the song was written very quickly, and very completely at one sitting. Very few, if any, alterations were inserted as time went on, for it lay forgotten in his waistcoat pocket, where he had slipped it after his pencil broke, the last line still unfinished. In later years he found the poem, and like the prodigal returning, it was very dear to him.

How dear to me the hour when day-light dyes, And sunbeams melt along the silent sea, For then sweet dreams of other days arise, And memory breathes her vesper sigh to thee.

And as I watch the line of light that plays Along the smooth wave, toward the burning west, I long to tread that golden path of rays, And think 'twould lead to some bright, isle of rest!

This alone arriving when it did, would have proclaimed Tom Moore worthy of some attention, but there are others. It brings a strange feeling of pleasure to one reading a collection of his works to find what a great number have passed into the common speech, have become the property of the world. A list of a few of the more familiar ones is startling in its length, especially when we consider that Tom Moore was recently called an

"obscure" Victorian poet. His obscurity is of the twentieth century, not his own.

"A Canadian Boat Song." "Black and blue eyes," "Merrily every bosom boundeth," "Light sound the harp when the combat is over," "Though sacred the tie that our country entwined," "Sound the loud timbrel o'er Egypt's dark sea," "The harp that once through Tara's halls," "Believe me if all those endearing young charms," "Tis the last rose of summer," "The minstrel boy," "Dear harp of my country." These are a few of the more widely known of the selections, but there are many more which are known in particular parts of the country, among particular groups of people.

Although human love may have been the principal theme of his verse, it is not the only one. There is a healthy love of field and stream in his lyrics, there is a very true affection for the glorious legendary lore of old Ireland, there is a strong sense of movement and vigorous struggle in the martial poems, and in certain scenes in "Lalla Rookh." The latter long poem was known in its day for the accuracy of its imagery, and the beauty of its diction.

The Minstrel Boy had strange powers. Out of a few words, a simple melody, and the magic of his genius, whatever that may mean, he could fashion a lyric that has more power than a thousand laws. We can picture his gallant assault on London, and later on, when he had gathered the richness of the years, he could sing with a sweeter voice the fuller songs his increased sympathy enabled him to write. His was not the muse of the clever word, or the abstruse idea, but the muse of the loving heart. When he sang of his lady, he sang the simple yearnings of a world; when he sang of friendship, he sang the staunch fealty of a noble friend; when he sang of his country, it was with no mean insular pettiness that he dealt, but with the ceaseless love of the acres of home that lives in every true patriot's heart. It was not a justification of a country as it was, but as it might become if the high-souled fervor of the poet were to be the shaping force. One of the truest tributes to the poet is his own poem:

Dear Harp of my country! In darkness I found thee, The cold chain of silence had hung o'er thee long; When, proudly, my own island harp, I unbought thee, And gave all thy cords to light, freedom and song! The warm lay of love and the light note of gladness Have awakened thy fondest, thy liveliest thrill; But so oft hast thou echoed the deep note of sadness, That even in thy mirth it will steal from thee still.

Dear Harp of my country! Farewell to thy numbers, This sweet wreath of song is the last we shall twine; Go, sleep with the sunshine of fame on thy slumbers, Till touched by some hand less unworthy than mine. If the pulse of the patriot, soldier or lover, Has throbb'd at our lay, 'tis thy glory alone; I was but the wind playing heedlessly over, And all the wild sweetness I waked was thine own.

In this we find all the romance, the tender passion that was Thomas Moore.—W. A. K. in the Christian Science Monitor.

WHO WAS—?

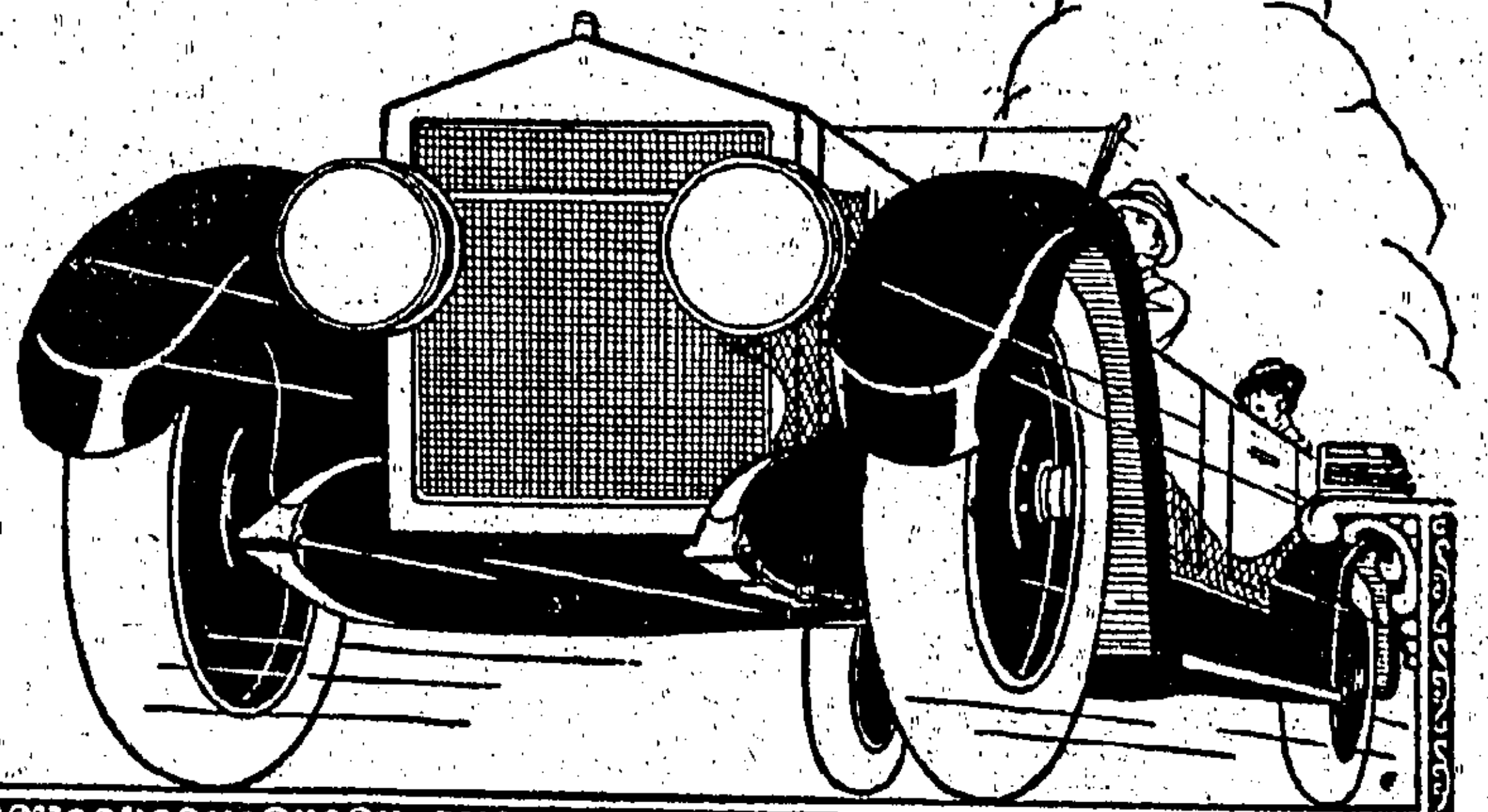
JOHN BULL.

We are a modest people, we British. We do not demand an imposing figure as our national symbol. The bluff and hearty farmer, short and burly of frame, clad in scarlet waistcoat and leather breeches, does well enough for us, for we feel that he typifies those qualities which we, as a nation, most admire—honesty, and indomitable courage.

John Bull has not a very long history. He came into being just over two hundred years ago, at the bidding of Dr. Arbuthnot, who wrote, a skit on the long drawn-out war with France. The book was called the "History of John Bull," and concerned an imaginary lawsuit between France, England and Holland. The worthy doctor was not unduly humorous at the expense of John Bull, for he described him as a "blunt, straightforward fellow, quick-tempered perhaps, but honest in his dealings, an capable business man, and a generous spender, a good fighter, and a faithful friend."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 26th OCTOBER, 1929.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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CURRENT COMMENT

Car Testing:

The Traffic Department is ever engaged in carrying out the most important work of testing public vehicles, one of the most valuable aspects being that which deals with the brakes of vehicles. It is because of this work that the public not only has confidence in public vehicles, whether buses or cars, but also enjoys the use of well-kept and clean vehicles. The question should not be raised as to whether more strict attention should not also be devoted to private vehicles. Generally speaking, we do not think there are many private owners who do not keep their cars in a thoroughly efficient state of order, although our attention was drawn to a private vehicle which beyond all shadow of doubt was in anything but a satisfactory condition as far as the brakes were concerned, the driver having the greatest difficulty in stopping in a moment of emergency, and apologising to the occupants of another car for the fact that he nearly collided with their stationary vehicle. At the same time, he expressed the opinion that his brakes were somewhat weak!

General Overhaul.
We are assured that an official test of the vehicle in question would result in its being condemned until properly repaired, and it does seem that motoring would be all the safer were some of the older private vehicles periodically tested. There is also the question of the desirability of having cars periodically tested for chassis or engine weaknesses. Every private owner should remember that he may have become accustomed to his vehicle's little faults, but because he knows the "feel" of the car, and is at fault with those weaknesses, is poor excuse for allowing them to remain. Quite apart from his personal safety, or the safety of his passengers, he must give due consideration to the general safety of every road user, and the fact that his car is not as mechanically perfect as possible, is a responsibility which the average motorist declines to take.

Those "Push" Bicycles.
The annoyance and danger caused to motorists from irresponsible riders of ordinary bicycles does not appear to be lessening, and some very definite steps should be taken without further delay. True, there is the occasional prosecution of youngsters who delight in trick cycling, but no steps appear to be taken against those who persist in wobbling about our main thoroughfares obviously unable to maintain the necessary balance.

Minden Avenue Road.
In view of the fact that much needed repairs are being effected to Nathan Road it would not per-

haps be out of place to call attention to a portion of road which sadly needs improvement. We refer to the road which fronts Minden Avenue, one end of which crosses Mody Road and continues along by Humphrey's Building. Grass and even young bushes are freely growing in Minden Avenue but the chief grievance is against the large stones which litter the road. These are numerous and of considerable size resulting in damage to tyres of vehicles using the road. We understand that this road is privately owned but surely some action should be taken to at least sweep the loose stones away thus enabling a motorist to reach one of the houses in the Avenue without fear of ripping his tyres. A couple of coolies could complete the work in a short time and if this was done it would be much appreciated by all drivers who use the road.

Home Guide Books.

The Automobile Association in England has received many requests from overseas motorists for copies of the special touring books described as "Guide Books for Motorists." The following is a list of these guides, with the special prices charged to members of the Hongkong Automobile Association:—

	Price of H.K.A.A. members.
A. A. Road Book of England and Wales	12/6
Scotland for the Motorist	6/-
France for the Motorist	6/-
Alps for the Motorist	6/-
Cream of Europe for the Motorist	6/-

A descriptive pamphlet may be obtained on application to Mr. C. P. Marcel, the Honorary Secretary of the H.K.A.A. c/o this office.

An Aid to Skidding.

Along certain stretches of the Castle Peak Road, sand has been strewn in such liberal and seemingly unnecessary quantities, that skidding is dangerously easy, and many motorists who use this road regularly are wondering why, at this particular season of the year, it should be necessary to render the roadway so decidedly unpleasant. We can understand the need for sand when the intense heat has the effect of causing the tar to blister, or when re-furfing is in progress, but with the cooler climatic conditions now, there appears to be but little need for such heavy applications of this aid to skidding. Similar conditions are reported from the vicinity of Tai-po, and by the time this appears in print, there may possibly be other districts similarly affected. A little less enthusiasm on the part of those

MODERN TRANS- PORT.

Motorization Universal.

1929 RECORD EXPECTED.

That the motorization of transportation in practically every country in the world will set a new record in 1929 is indicated by statistics on overseas truck shipments recently compiled by the United States Department of Commerce. During the first four months of 1929, commercial shipments increased 93 per cent. over the corresponding months of 1928. At the present rate of increase, overseas truck business this year should almost double that of 1928, in the opinion of H.S. Welch, President of The Studebaker Corporation. A total of 105,447 motor trucks were shipped to world markets in 1927, followed by a total of 138,732 in 1928, he said. "Shipments this year should approximate 200,000 units."

Compared with the industry as a whole, Studebaker's commercial business is in an excellent condition. During the first half of the year, shipments of Studebaker trucks were more than three times greater than shipments in the corresponding six-month period in 1928.

A still more imposing gain is anticipated during the remaining months of 1929, Mr. Welch continued. "With a complete line of commercial units, including taxicab, bus, ambulance and funeral car chassis, the Corporation is in a strategic position to meet the growing world-wide demand for motorization. In addition to a chassis of 220-inch wheelbase recently announced, Studebaker will soon have a new light truck chassis ready for shipment. The new chassis, of 146-inch wheelbase, is especially designed for service in overseas countries. It has a low gear ratio, 4-speed transmission, and heavy truck type rear axle and housing designed for steep grades and unimproved roads. The chassis has a capacity of 4,000-pounds for cab, body and payload."

who do the scattering will be greatly appreciated by motorists.

Motorists of the New Territories are not alone in the matter of road complaints. On the island side criticism has been made of the strewn of the roadway with rather large granite chippings which play havoc with the tyres. This has been especially noticeable near Repulse Bay, where re-surfacing has been in progress. While it may be technically desirable to give new surfacing a hard face, it is rather unfair to expect passenger cars to do the work of heavy road rollers. In any case, they are not nearly as effective, and furthermore, the owners do object to the unnecessary damage caused to tyres.

COASTING IN NEUTRAL.

Unwise for the Novice.

USEFUL HINTS.

Coasting in neutral—viz. "free-wheeling" down a hill with the gear lever in its neutral position, the clutch engaged, and the accelerator released—affords additional pleasure in motoring, equal to that obtained from the fitting of a free-wheel in the transmission and without the cost and complexity of the latter. But it should not be attempted by the novice, nor by the driver who is not proficient in changing gear ordinarily by the "double-declutch" method, for it calls for discrimination and a certain measure of experience in the operation of the gear lever and accelerator.

But the driver of average ability in coasting, so long as he does not select precipitous hills for the purpose and keeps the car speed within normal bounds. He should proceed as follows:

With the car running down a hill steep enough to make the use of the accelerator unnecessary to maintain the required speed, the clutch is depressed, the gear lever put into neutral and the clutch released. There will then be no braking effect from the engine, so the speed must be controlled by the brakes alone.

As the bottom of the hill is approached the speed should be not more than 30-35 m.p.h. (on the first attempt at all events) for re-engagement of the top gear. To effect the latter, move the lever to the neutral point opposite the top gear position, accelerate the engine well—i.e. to a speed slightly in excess of its normal speed in top gear at 30-35 m.p.h.—depress the clutch without delay and simultaneously move the gear lever into "top," still keeping the accelerator, down, re-engage the clutch.

It is better to accelerate the engine too much than not enough prior to re-engaging top gear. Do not force the gear lever into top; use it gently but firmly. If there is obvious need to slow down at once, on account of traffic ahead, the accelerator should be released immediately the gear is re-engaged and the clutch pedal held down until the way is clear, with, perhaps, a gear change into second or even bottom gear as usual after a traffic slack.

SEAMLESS BODIES.

Praised by Expert.

EXHAUSTIVE TESTS.

"The all-metal seamless body is the automobile body of the future," is the prediction of Mr. George J. Mercer, consulting engineer and former chairman of the Committee of Standards, at a meeting of the Cleveland section of the S.A.E.

The all-metal seamless body spoken of by Mr. Mercer is identical with the monoplece body offered on the new Dodge Brothers six factory sedan. In this body the four major metal sections are welded into one piece. Exhaustive engineering tests have proved that the welded joints are stronger than any other part of the body. Advantages claimed for the monoplece body are stability, safety, roominess, and improved appearance.

This new type of construction eliminates all seams and joints, preventing annoying squeaks and rattles at tens of thousands of miles. Height is saved too, by the absence of the conventional sills. This lowering of the centre of gravity gives greater safety and more perfect balance under all driving conditions. The exterior finish affords a smooth unbroken surface for the distinctive lacquer and colour combinations.

YOUR CAR TELLS A TALE.

Reflects Owner's Character.

Did you ever think of motor cars as character reflectors? In a way, they are. The general appearance and the way in which the car is driven show up traits, good and bad, in the car owner's character. Take the general appearance, for instance—a highly polished body, seats well dusted, clean floors and a spotless windshield, and you can be almost certain that the owner prizes his car and is a rather fastidious person.

On the other hand, if the body is dirty, the top leaky from being left out in the weather, the windshield so streaked with dust you hardly see through it—then what do you think of the owner? Most probably that he is slovenly. But often this simply signifies that he cares little for detail. What he is most interested in is the engine and keeping it in running order.

Babies and the Car.

The family man who owns a car generally takes great pride in its appearance—at first. As he rides out with his wife and kiddies on Sunday you can almost feel his happiness in possession. How perfectly immaculate it looks. But, lack-a-day, as time wears on, baby spills crumbs on the floor; sonny scratches a nice long mark across its hood and mother uses it all day long. Before you know it, father gets tired and discouraged. The car suffers. Under such conditions, an automobile simply reflects two of the most noticeable domestic traits of the average husband.

Perhaps the most outstanding test of temperament lies in the driving. Watch a man at the wheel of a car closely and before long you can size up not only his ability in manipulating the car but whether he has a positive or vacillating character.

For instance, a wavering character passing a car on a narrow road with another car coming from the opposite direction would possibly hesitate and so

lose his opportunity. A positive character would gauge his distance, make up his mind quickly and so gain his end.

Another noticeable characteristic in a driver is the way in which he uses the accelerator. An uncertain person seldom drives evenly. First he speeds up, then, deciding that he is either going too fast or perhaps gaining too much on the car ahead, he jerks his foot away. A person of a more decided nature keeps the speed of his car as even as possible.

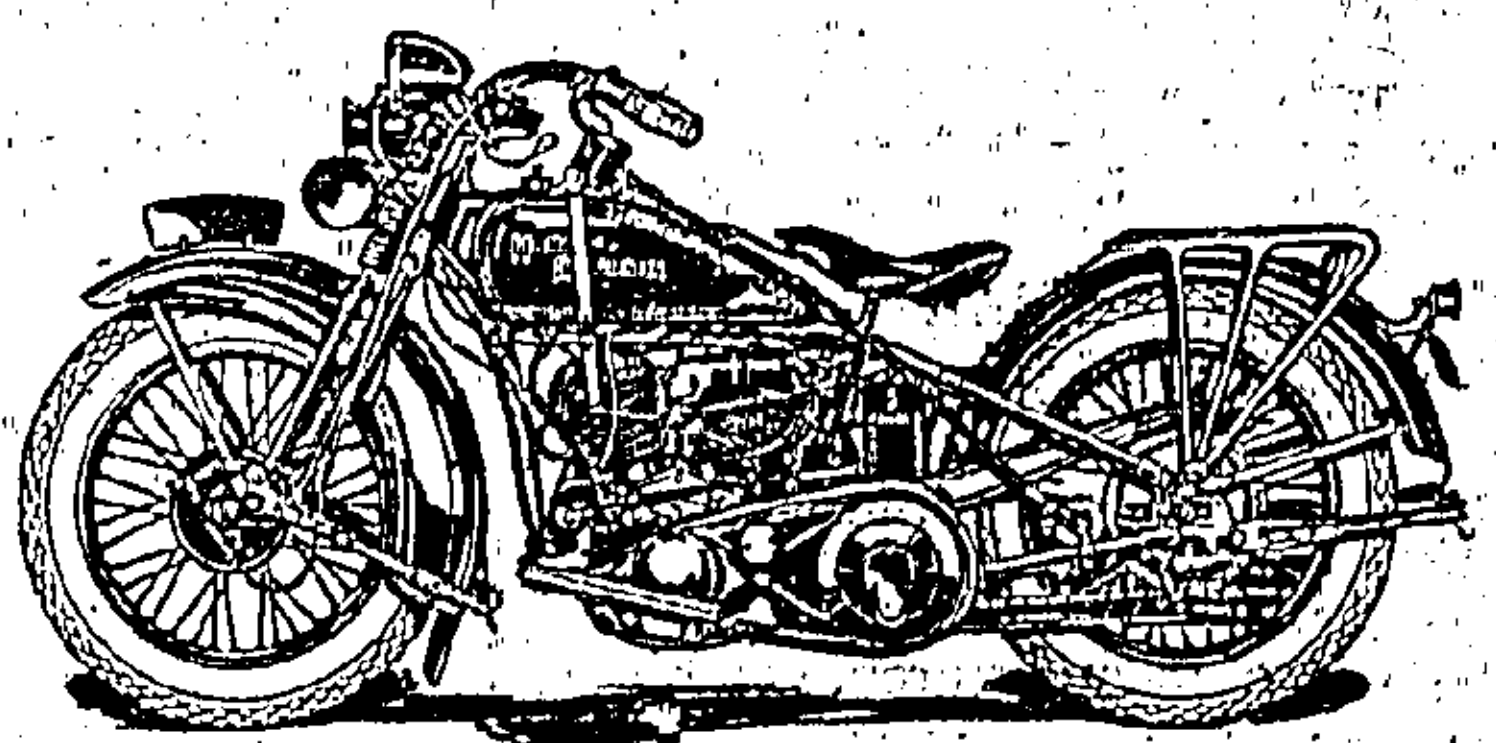
Starting a Car.
Quite an insight into a person's temperament can be gained from the mere starting of a car—inserting the key, turning on the ignition and applying the self-starter. It is often amusing to watch this proceeding. Some go about it in the most matter-of-fact way, which nine times out of ten spells competency and self-reliance. Others make an ordeal of it. Almost invariably when these people are studied it is found that they are either nervous and excitable or simply not sure of a lack of confidence in their ability.

Although a very small thing apparently, testing the gear before starting, to see if it is in neutral, is one of the main keys to judging the driver's character. Of course, he has been taught that this is most important, and naturally he pays some attention to it. The positive character gives the gear a wiggle and knows at once whether all is well. But the nervous person who lacks confidence will spend many minutes trying to be perfectly sure that it is safe to push the self-starter.

There are many other idiosyncrasies that are a dead give-away as far as temperament and character are concerned. It is rather uncanny to realize that no matter what we do—even to the driving and upkeep of a car—our characters can be so easily stripped of their coverings and bared to view.

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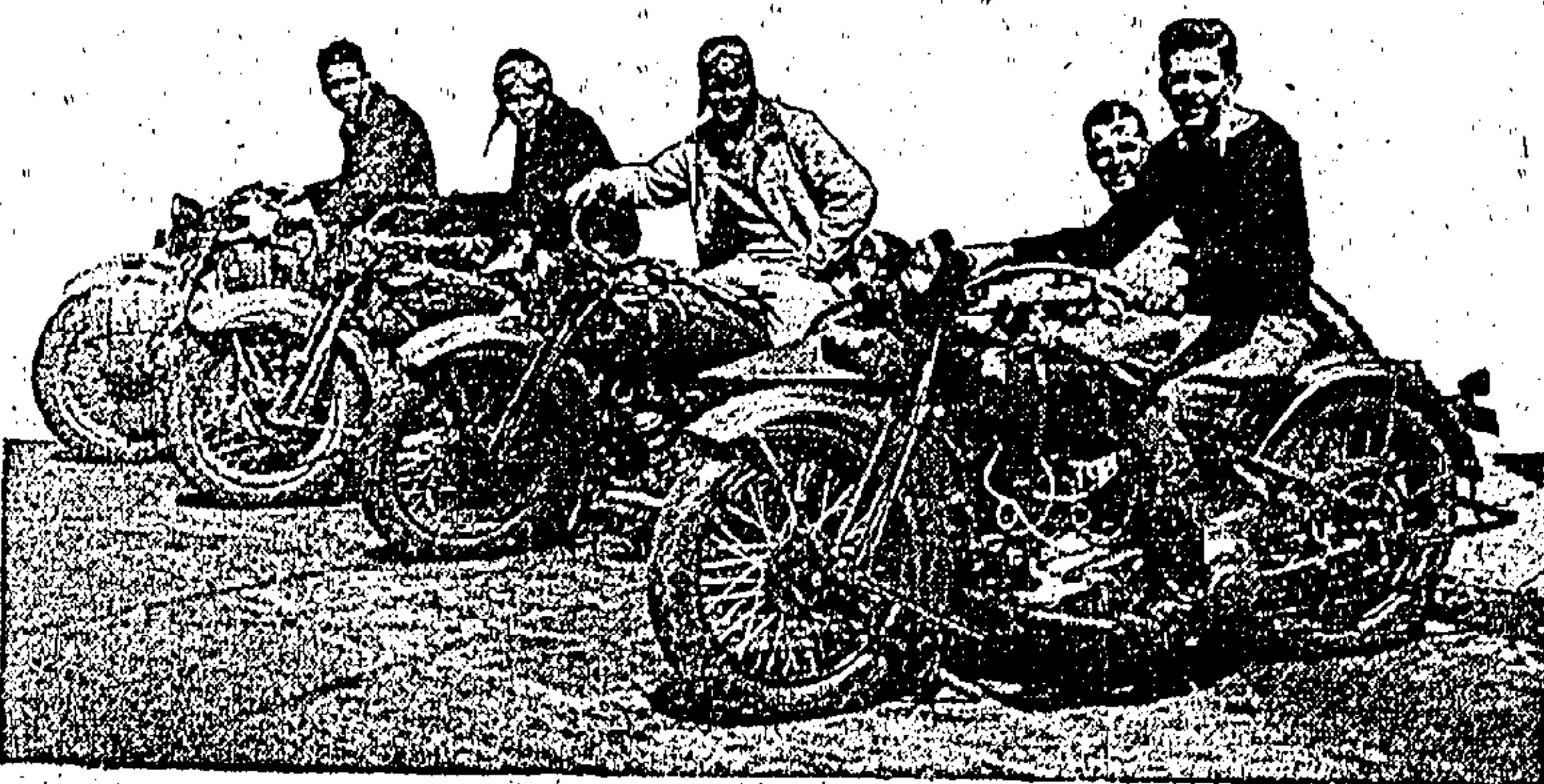
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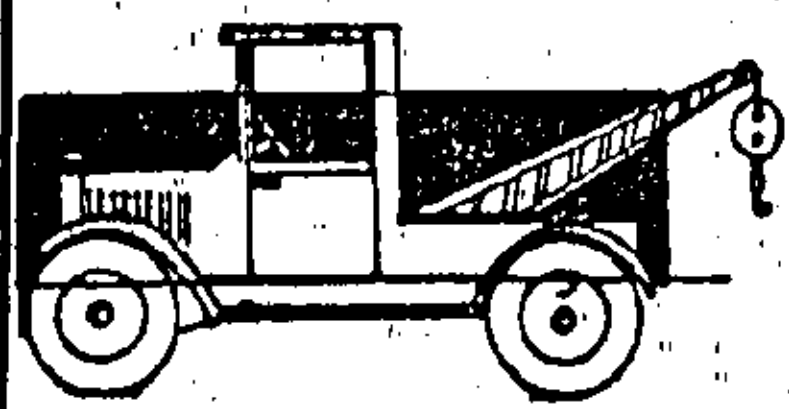
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YOUNG DAVIDSONS TEST DAVIDSONS.



The five sons of Mr. William Davidson, vice president of the Harley-Davidson Motor Cycle Company, recently covered over 8,000 miles in the United States in order to interview dealers in various towns. An average of 400 miles per day was maintained, and the enterprise proved most successful in every way. Some of the country roads were exceedingly rough, but all the machines came through without the slightest trouble.



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Italy's "Autostrade."

200 MILES LONG.

Highway patrolmen, nemesis of American motorists in their own country, are absent from Italy's new super-highways or "autostrade."

Signs tell the drivers that the "sky is the limit" on speed, but the uninitiated American, who may not be up on his Italian, often takes the placard as a warning to hold down his pace. But whether he knows Italian or not, he soon learns that the fine ribbon of wide concrete highway which unfolds beneath the wheels of his car knows no speed limit.

Big Italian, German or French cars thunder past him like rubber-tired cannon balls. Ninety or 100 miles an hour is not an uncommon speed for the bigger cars capable of holding the pace.

The "autostrade" are the modern cousins of the famous roads of the Roman empire. But these new triumphs of highway engineering are even more remarkable than those Romans built before the Christian era.

They are straight, flat, unintersected roads, reserved exclusively for passenger automobile traffic. More than 200 miles of these super-highways have already been opened and a half dozen branches from the main arteries are under construction or projected.

The new highways are not characteristic of general road conditions in Italy; they are the exception.

Italy's regular system of road is rapidly improving under government control and supervision, but the super-highways are toll roads built by private enterprise under governmental authorization.

In 50 years the toll highways will become the property of the government.

THORNYCROFT AGAIN.

Large Repeat Business.

A SOUND TRIBUTE.

Recent orders for Thornycroft motor vehicles have been remarkable for the number of repeats from present users, which form the bulk of the business secured by this Company during the past few weeks.

Contracts have also been placed by: The War Office; Shell Mex. Ltd.; Metropolitan Borough of Hackney; the British Cotton and Wool Dyers' Association; Watney, Combe, Reid & Co., Ltd.; Portsmouth United Breweries; Snowdon, Sons & Co., Ltd.; Austin Craven Ltd., Manchester; and Saville Pianos Ltd., London.

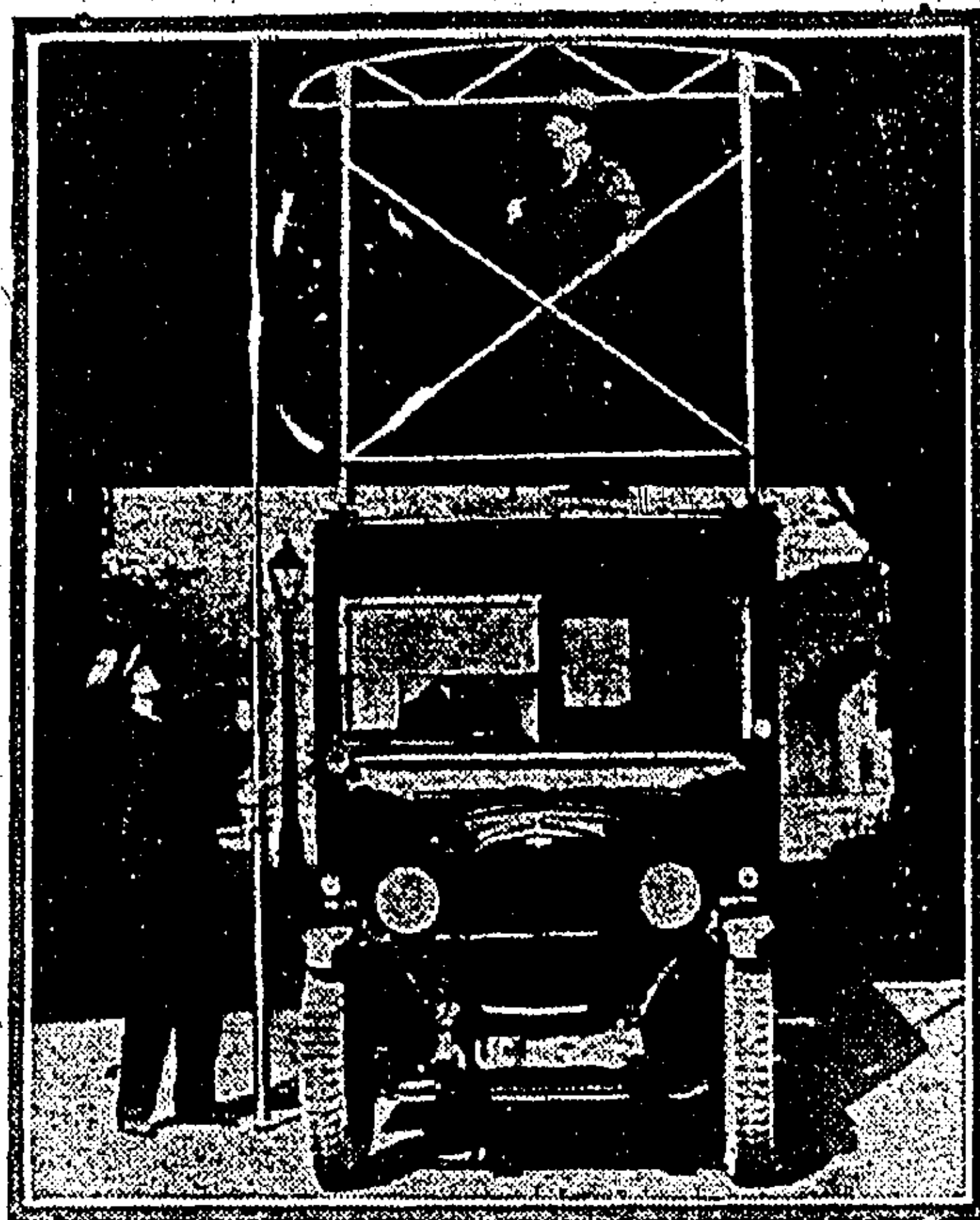
Overseas orders call for shipment of a large number of rigid six-wheelers to South Africa and other Thornycroft chassis to Brazil, Ceylon and Holland.

ment without expense to it. In the meantime the private company organized to build and operate the super-highways will keep them in repair. A toll of about \$1 is charged for use of a stretch 100 miles long.

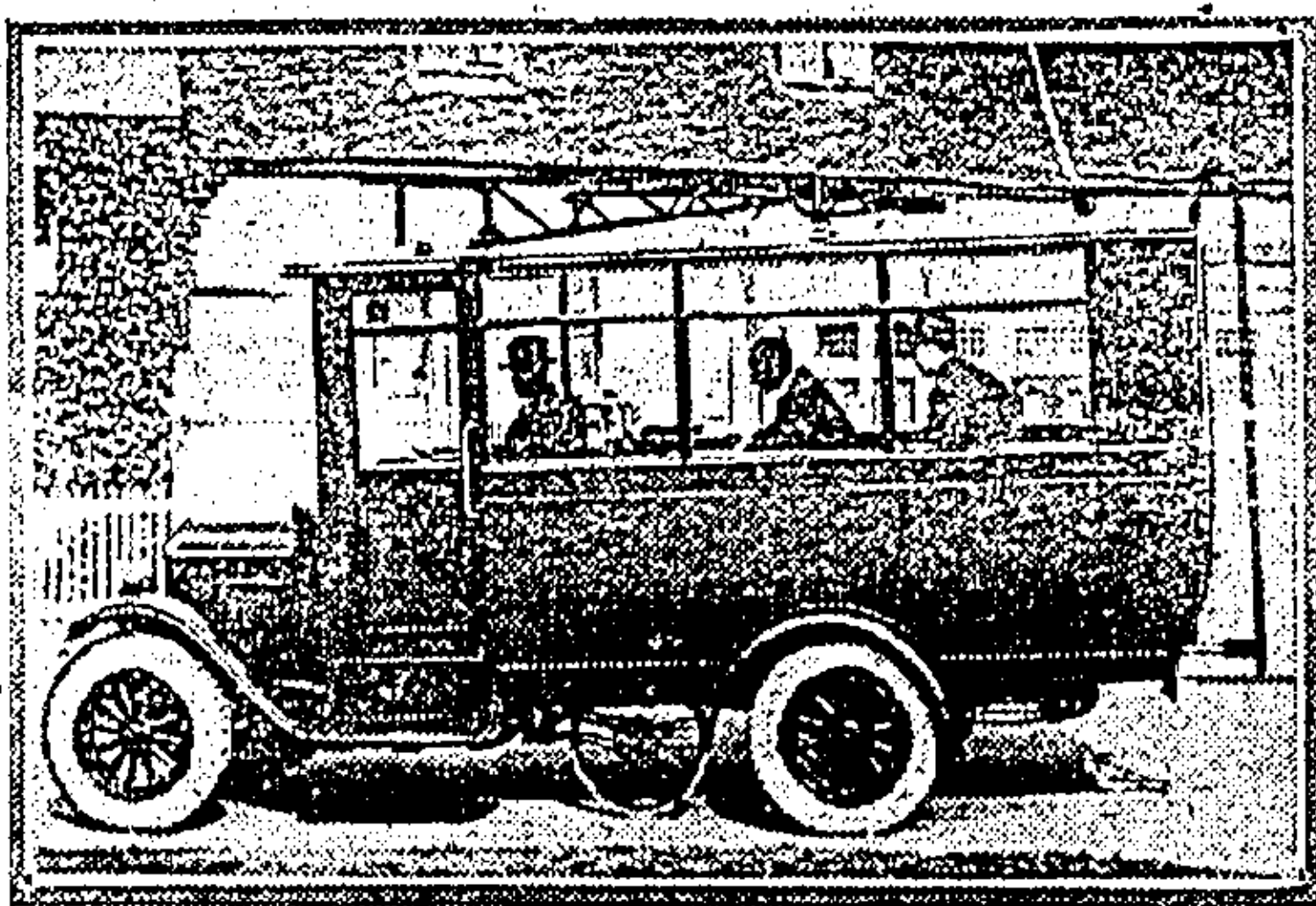
The highway from Milan to Lake Como, the first one opened, has proved itself sufficiently successful to encourage the building of other routes.

On the super-highways crossroads are separated by bridges and viaducts. Strong fences along the right-of-way keep out pedestrian intruders. There are no angular turns. The roads vary from 24 to 10 feet in width. A telephone service at frequent points makes it possible for the unfortunate motorist to call for service.

MAPPING LONDON'S BUS ROUTES.



Collapsible framework on the roof of this Chevrolet is used for measuring the height of bridges in a series of tests being made by the London General Omnibus Fleet.



The London General Omnibus Company uses a bicycle wheel attached to a Chevrolet Truck for recording distance in its roads condition tests.

One of the duties of the London General Omnibus Company is to map out new routes and work out running schedules for its bus service. For many years this has been done by a man who pushed a yardometer, or measuring wheel, over the proposed route. The wheel measured exactly a yard in circumference and recorded its revolutions on a Veeder type cyclometer.

This way of assembling information had its drawbacks, the most important being the length of time it took one man to cover any given route, and it has recently been abandoned in favour of a more rapid method.

A Chevrolet has been fitted with a special body and equipped with various recording instruments and apparatus. The yardometer is fixed through the centre of the chassis, forming a fifth wheel, and connected with an instrument similar to a speedometer, except that yards instead of miles are registered. To prevent faulty recording through road shocks, the

fifth wheel is mounted on leaf springs. As it must never be reversed, a special locking device prevents this when the yardometer is on the ground.

A large overhead frame apparatus constructed to the measurements of the latest type of covered-top bus, tests the clearance of bridges, overhanging trees and other obstructions. To check for open buses, a telescopic gauge measuring 18 feet above the road level is used.

Inside the car, is a board on which are various recording instruments such as a Tepley gradient meter, road camber register, two contourographs, an odometer and a clock. All these are highly technical devices, automatically recording in graph form such things as distances covered in specified times, duration of stops, speeds attained, etc.

The London General Omnibus Company covers about 173 million miles annually with its fleet of more than 4,000 buses.

DRIVERS SUSPENDED.

Manila Speed Fiends Checked.

WOMAN ON LIST.

Three hundred and thirty-eight motor car drivers have been ordered to be suspended by Mr. A. D. Williams, Director of Public Works, following a recommendation submitted by Mr. Solustano Reyes, Superintendent of the Automobile Division of the Bureau.

The reason for the suspension of the chauffeurs is violation of the automobile law. According to Mr. Reyes, the provision of the law mostly violated by the chauffeurs is the speed limit. Of the 338 who were suspended more than half were found guilty of speeding on more than one occasion.

The war against "speed fiends" who are operating on into-provincial roads in the Philippines will be carried out by the Public Works Bureau until all roads are made safe, Mr. Reyes declared.

Despite the terror an epidemic of typhoid fever or diphtheria causes, automobiles are 10 times as deadly as the former and nearly twice as deadly as the latter, according to the California Committee on Public Safety.

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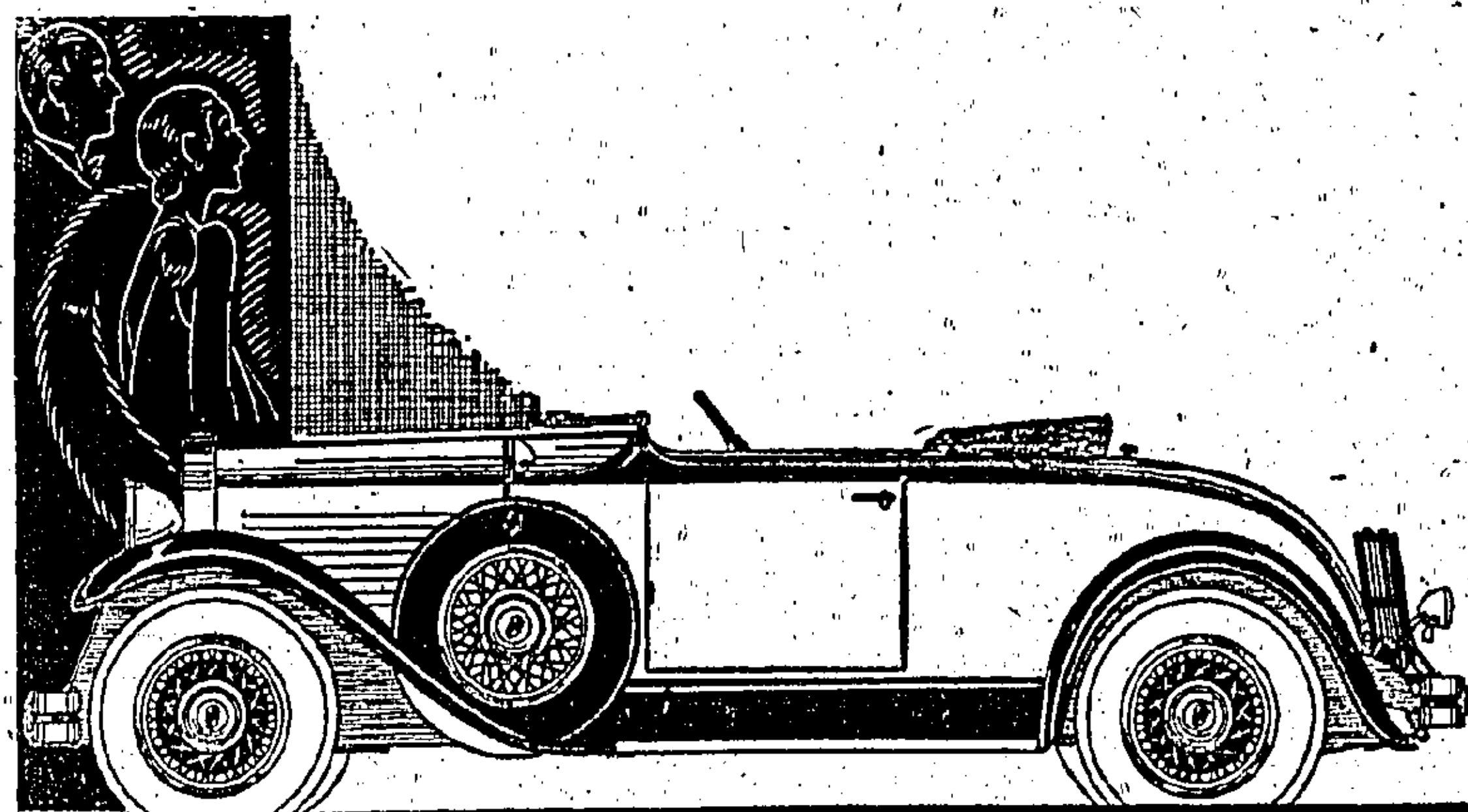
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NASH engineers, one of America's most competent technical groups, designed and built the Nash "400" to be today's most modern, most efficient motor car. The "400" has two spark plugs of big aircraft type to each cylinder. These make higher compression practical, insuring quicker ignition, smoother acceleration, 22% more horsepower, 5 miles per hour greater speed, 2 miles extra from every gallon of fuel.

Outboard mounted hydraulic shock absorbers cushion every road. Centralized chassis lubrication oils 21 vital parts at a touch. A new steering mechanism provides the world's easiest driving control.

Everything from bumpers to tyre locks is included in the one price. There are no "extras" to buy other than spare tyres. Every Nash on the salesroom floor is ready for the road. Nash efficiency is clothed with Nash beauty. Here is a charm of colour, a grace of contour to delight the most critical eye.

And—because of great volume production—a car of truly moderate price—a luxury car without luxury's usual penalty.

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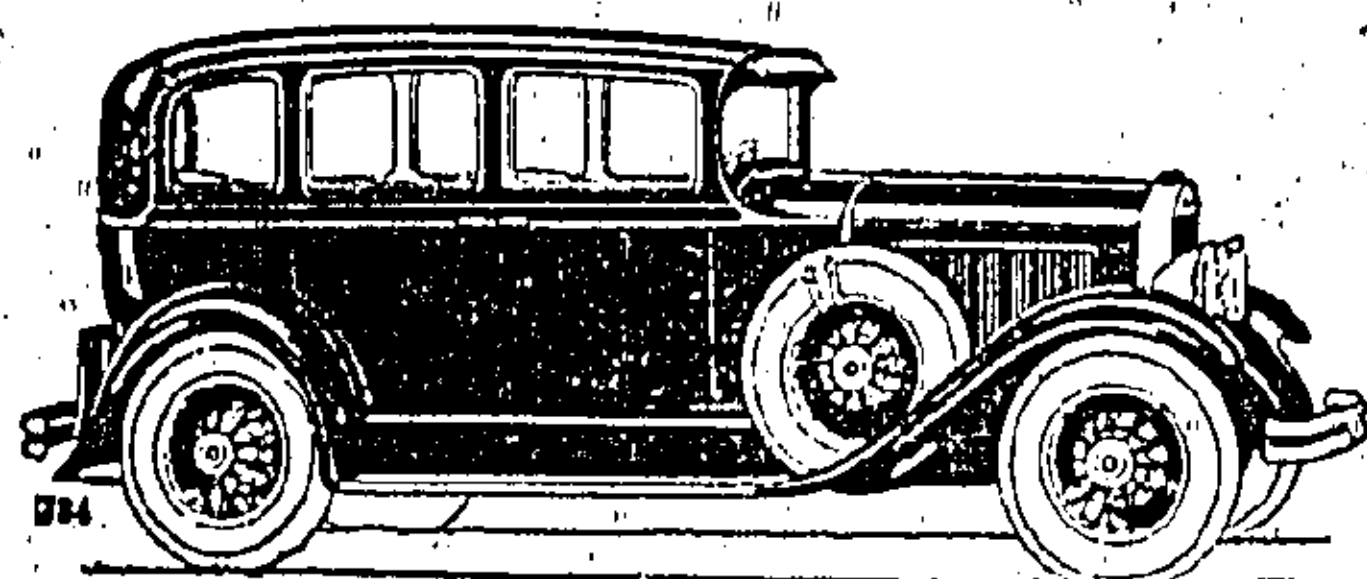
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NASH 400

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Holding more official stock car records for speed and endurance than all other American manufacturers combined, Studebaker leads the world in car-for-the-money competition. The New Director takes its place among Studebaker's champion motor cars as a value unmatched in its price range.

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115-inch wheelbase.

Oil filter, petrol filter and crankcase ventilating system.

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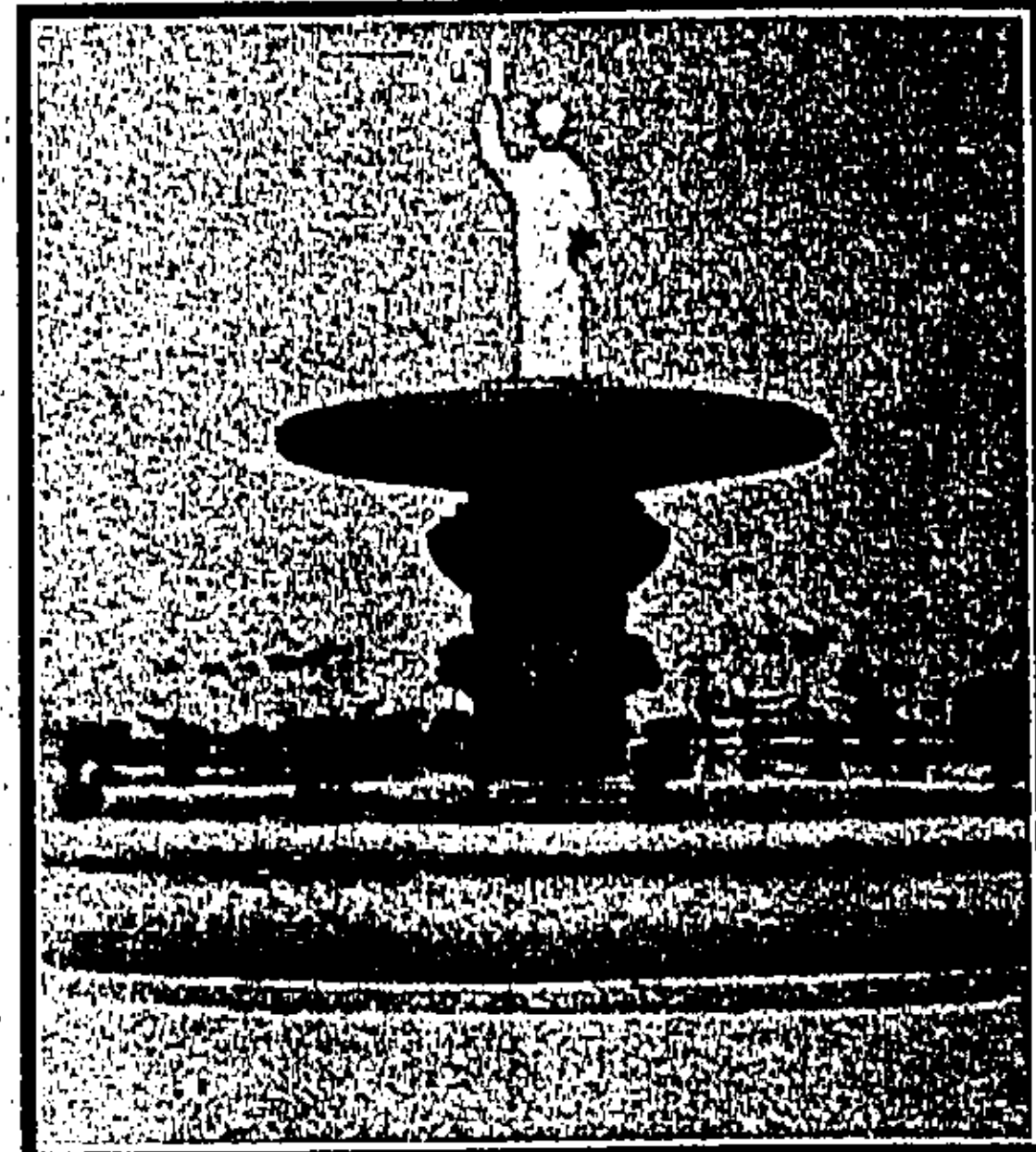
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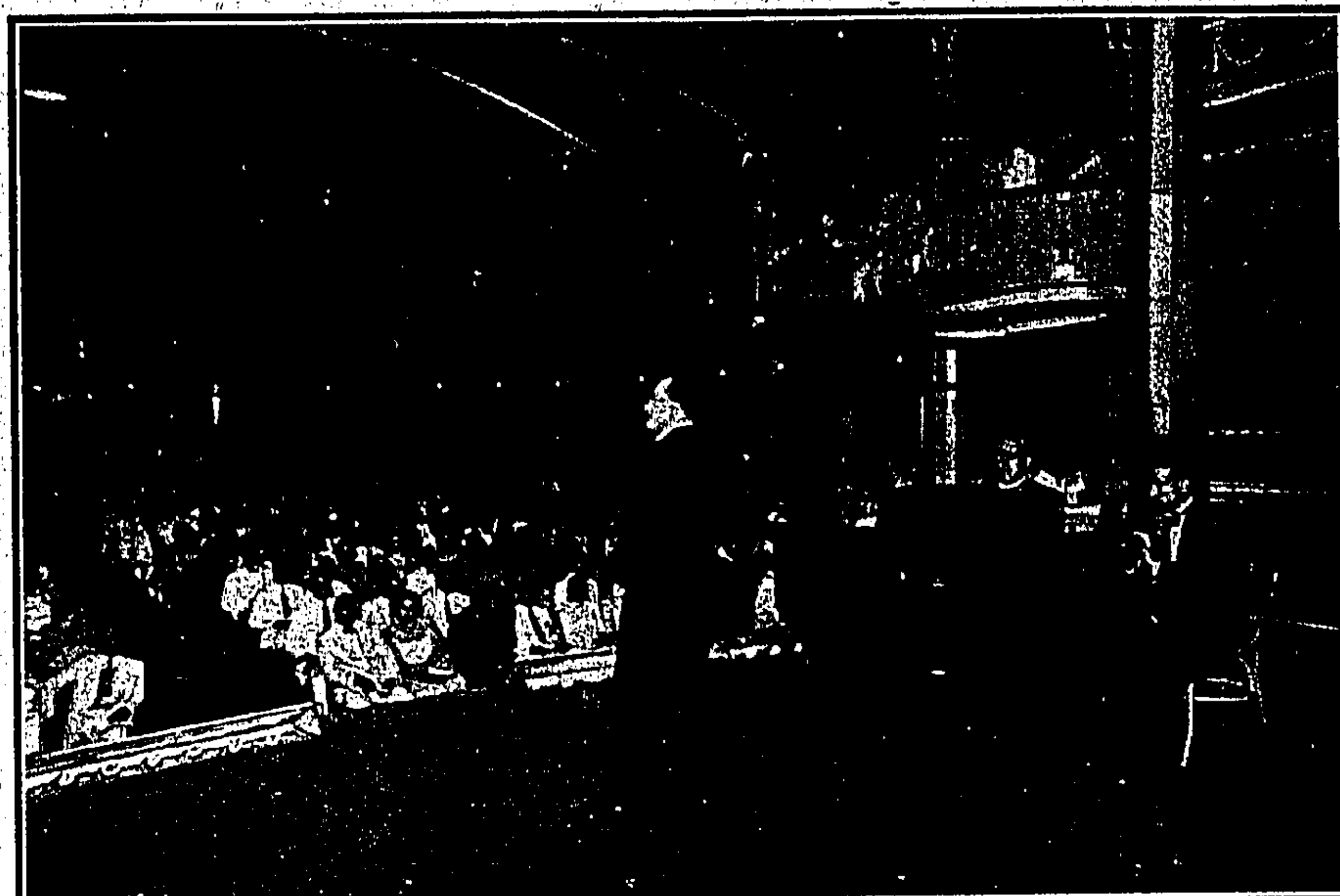
THE CHINA TEA Co.
David House, Hongkong.



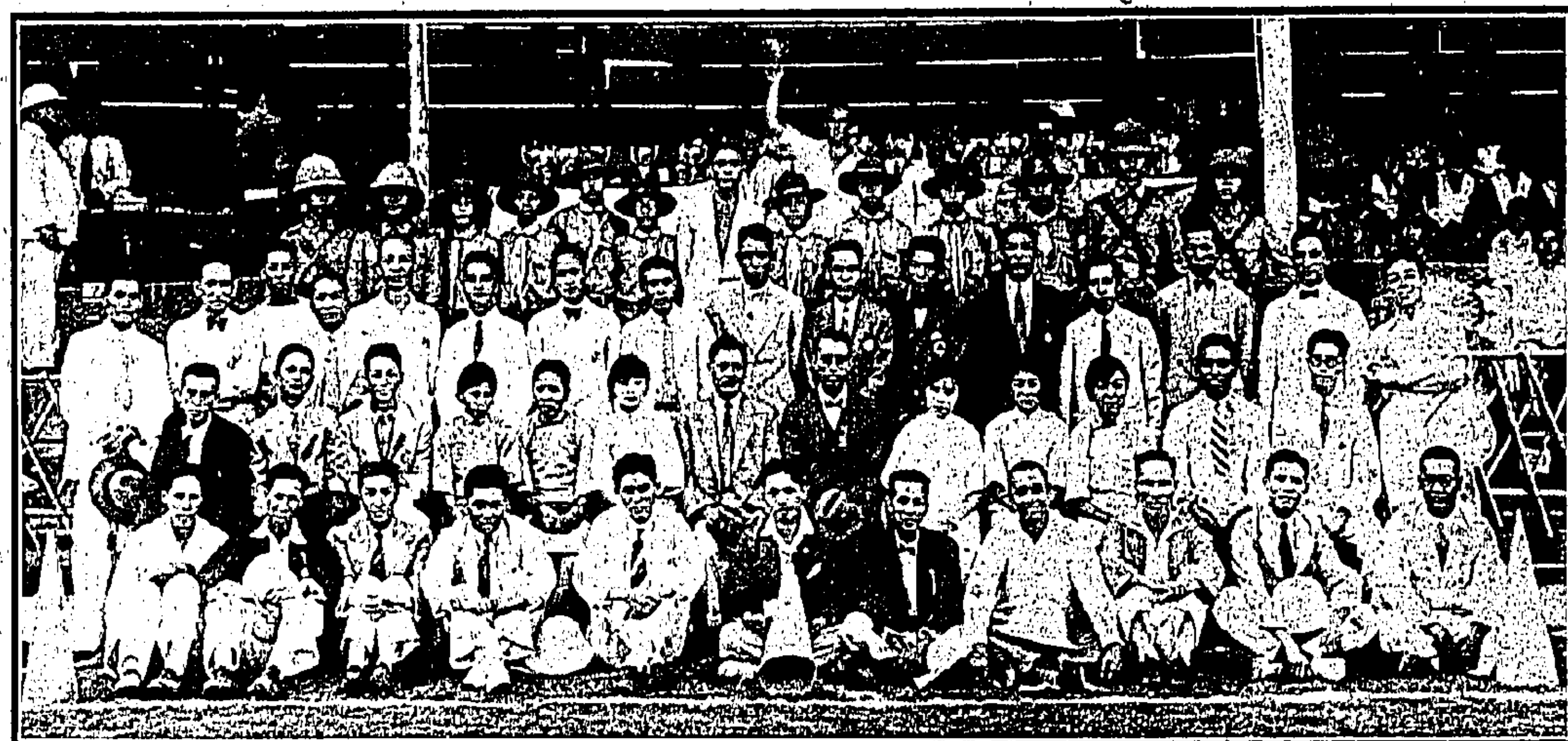
Above is the team which represents "B" Company of the 2nd Battn. King's Own Scottish Borderers in the Garrison Football League. (Photo: Mee Cheung).



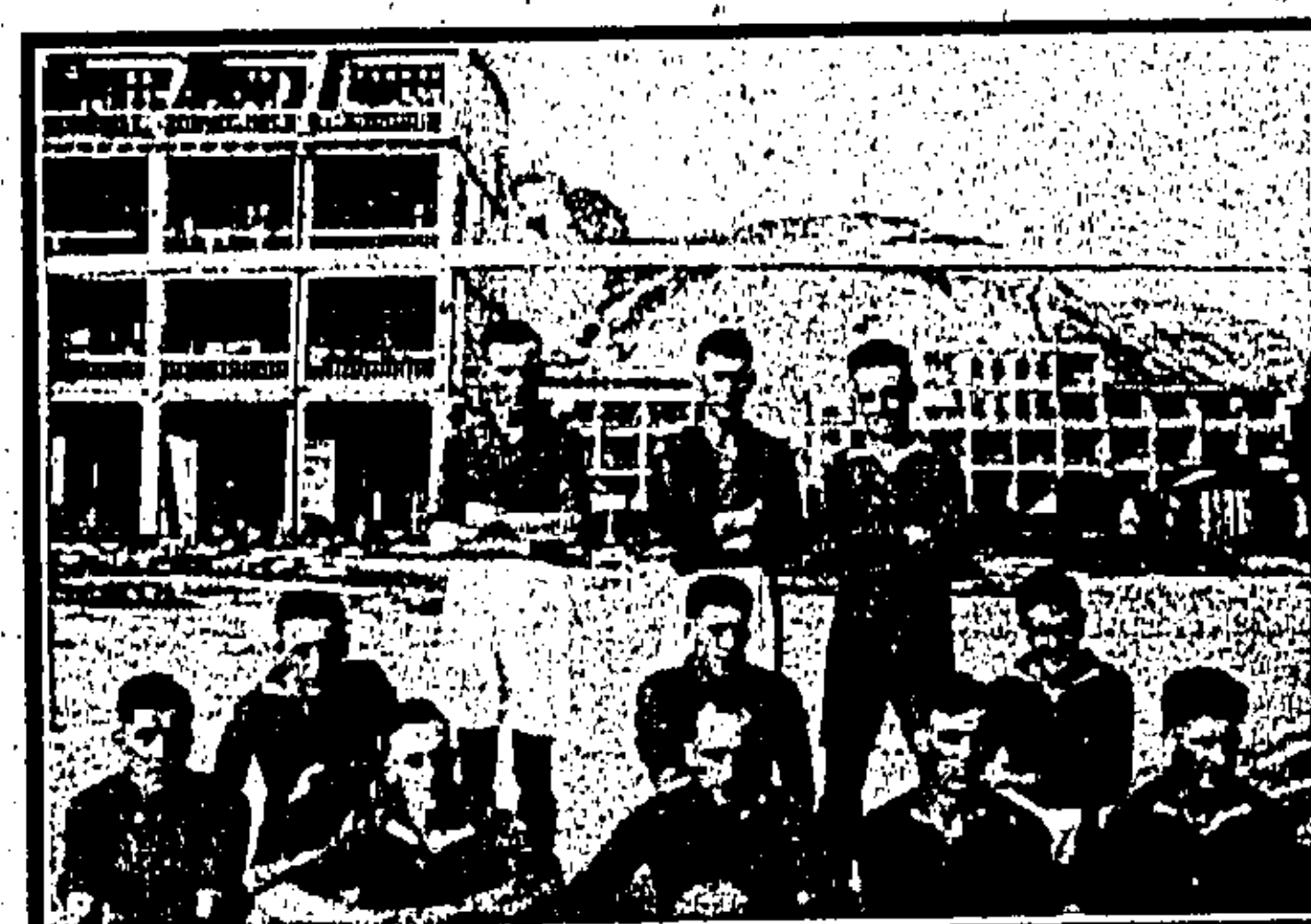
The Sun Yat-sen statue and fountain in the new Public Park at Swatow. The statue is modelled on the Statue of Liberty, New York Harbour, and shows Dr. Sun holding aloft the Three Peoples' Principles.



Miguel Fleta, the famous Spanish tenor, is here seen at one of the six recitals which he gave in Manila. He is due to appear at the Theatre Royal, Hongkong, on the 29th instant. Mr. A. Strok has brought him to the Far East on a special tour.



Some of the officials and staff of the South China Athletic Association, taken on the occasion of the recent athletic meeting at Caroline Hill. (Photo: Mee Cheung).



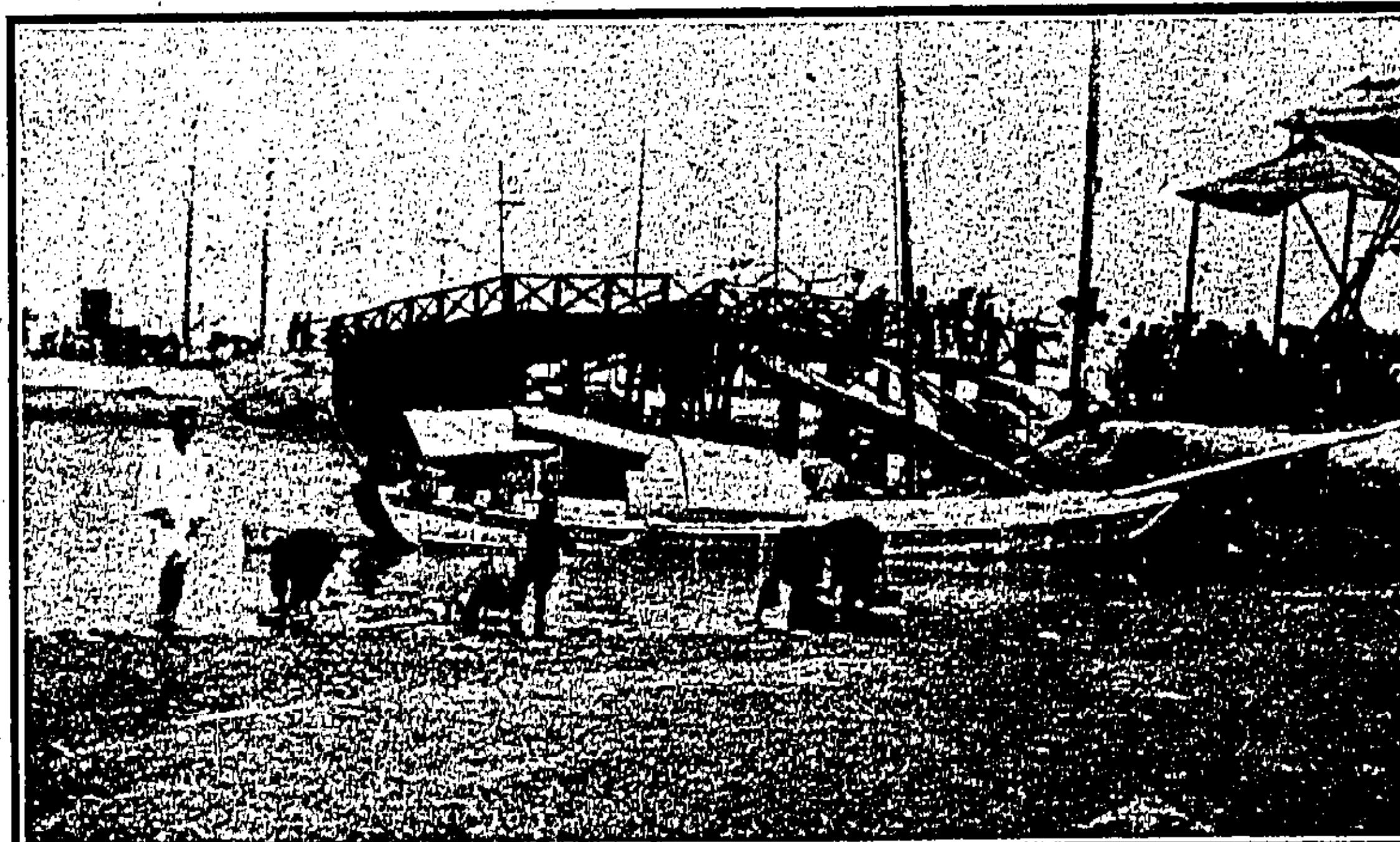
Football team of the Signal Section of the 1st Somerset L.I., winners of the Inter-Platoon Competition. (Photo: Sergt. Stacey).



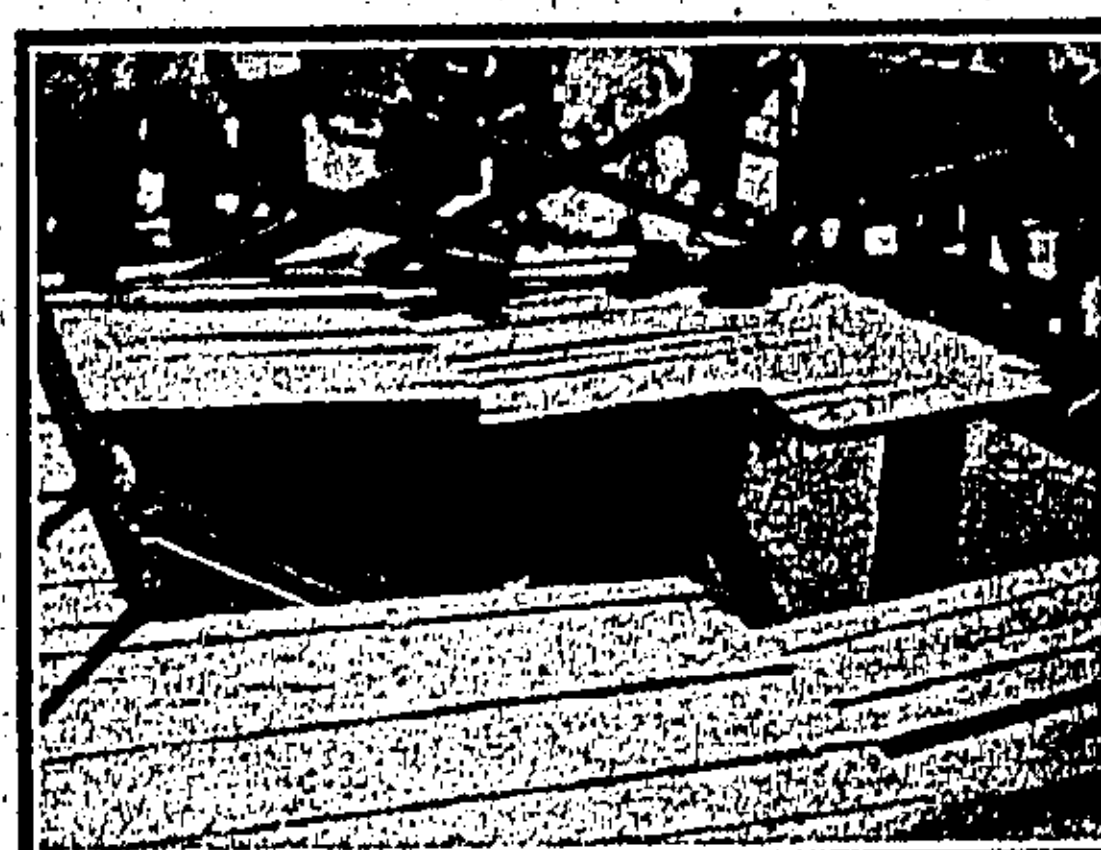
Students in a procession through the streets of Kulangsu, Amoy, on the anniversary of the establishment of the Chinese Republic.



An interesting old picture, reproduced from *The Blue Peter*, showing a group of members of the Hongkong Volunteer Corps photographed at Stanley in 1864. The picture was taken at the old military barracks, long since defunct.



Picture shows the wooden bridge at Swatow which partially collapsed when crowded during the Double Tenth celebrations, resulting in eight lives being lost. The photograph was taken on the morning after the accident.



The flimsy character of the Swatow bridge is shown by the above picture of the part which collapsed.

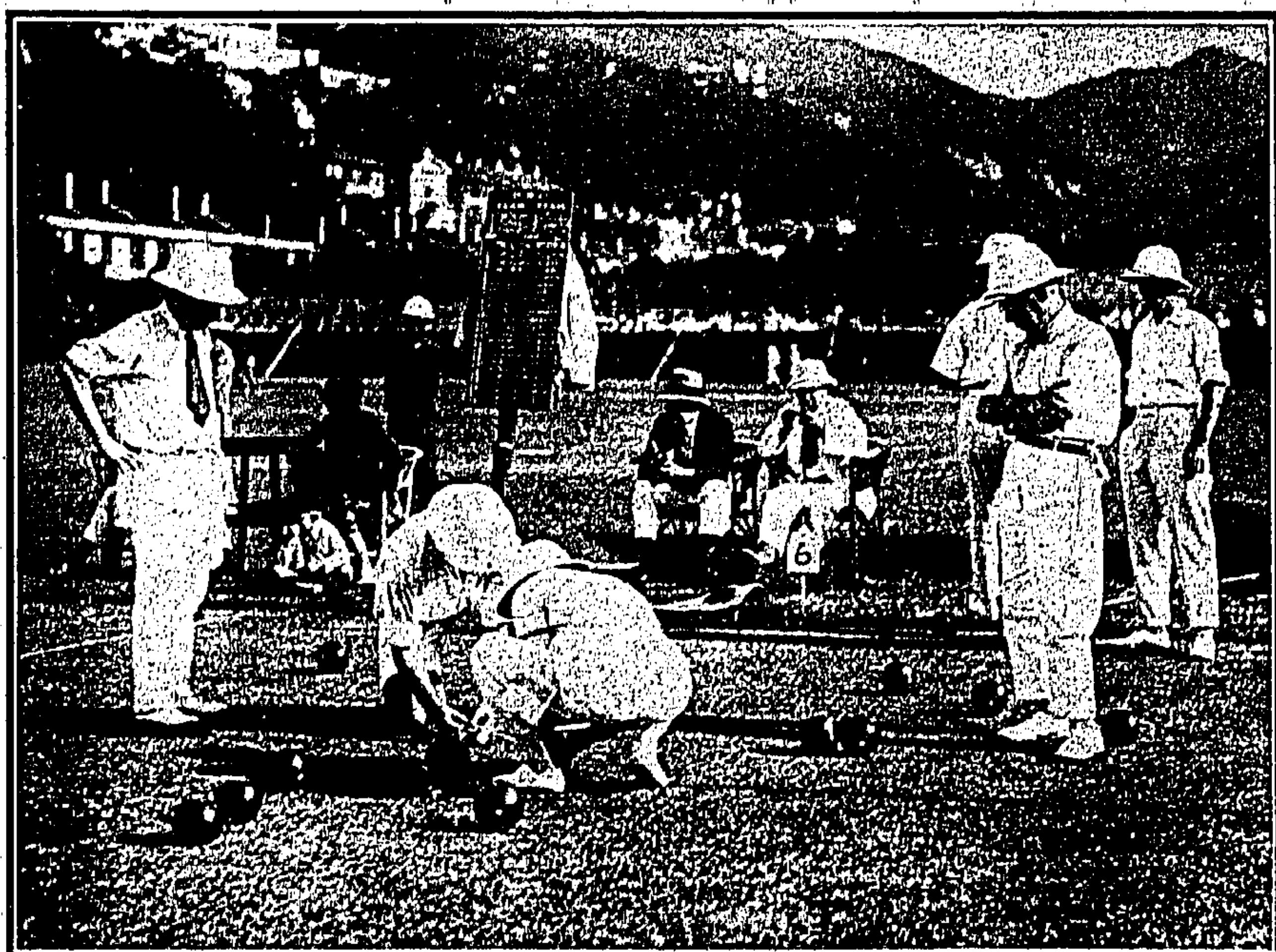


Photo taken on the Craigengower greens on Saturday, when Kowloon won the Aitkenhead Shield for the second year in succession. (Photo: Mee Cheung).



Here is the "Whizz-Bangs" Concert Party, photographed at the Military Hospital on the occasion of a recent entertainment. The Party has made a great hit in Service circles. (Photo: Ming Yuen Studio).

THE "WAILING WALL." LAST REMNANT OF SOLOMON'S TEMPLE.



The "Wailing Wall" at Jerusalem... it has been regarded throughout the centuries as the sacred remnant of a great epoch in Jewish life. It is, according to tradition, all that is left of Solomon's temple, which was erected 30 centuries ago. Thousands go there to pray.

Three thousand years ago King Solomon completed the great temple that was to become famous throughout the world. Beside it he put up a huge stone wall as a measure of protection; the space within the wall was exclusively for Jews, with Gentiles restricted to the pavement outside.

To-day the situation is reversed. Gentiles, in the persons of Moslem Arabs—followers of a faith unknown in Solomon's day—possess the wall and all that it encloses. The Jews must congregate on the pavement outside.

This, probably, is the simplest way of explaining the background to the recent troubles in Palestine, where British forces

mobilised to prevent a sudden, desperate recurrence of the ancient and violent feud between Jew and Moslem.

Wall Alone Remains.

The wall that Solomon built to protect his temple is all that remains to-day of his handiwork. Within, on the sacred site of the temple, stands the great Mosque of Omar, which none but a Moslem may enter. Outside is a barren pavement, shadowed by the towering masonry of 30 centuries ago.

This circumstance, in itself, would be enough to provide the starting point for plenty of trouble, in a region where there is as much inborn enmity to begin with as there is in Palestine. But there are additional factors

that have made the tension worse. With their temple gone and the very site it occupied forbidden to them, the Jews have made a sacred shrine of the exterior of the wall itself. It is the famous and revered "Wailing Wall"—a shrine sacred to the Jews since Titus destroyed the temple in the year 63 A. D.

Generation after generation of Jews has come to the wall to offer prayers, confess sins, shed tears and cherish hopes. Pilgrims have come from all over the world to worship there. Some have carved their names on the stones; others have used candles to smoke prayers on its surface. Worshipers are always there, day in and day out; some quietly communing

G.B.S. MAKES SOME CONFESSIONS.

Says He's a Bourgeoisie Socialist.

Mr. George Bernard Shaw spoke for two hours recently to the members of the Independent Labour Party Summer School at Digswell Park, Welwyn, Hertfordshire. During the time he made the following observations:

I am a bourgeois Socialist and there is not one of you who could be mistaken for a horny-handed son or daughter of toil.

There is hardly any class which understands the working-class less than our class does.

When I was a boy my father told me that I must not speak to a son of a retail tradesman. I received no instructions with regard to working people, because it never came into his head that I would dream of playing with people of that kind.

I am a very strong Socialist now in my 73rd year, but that is no guarantee that in my 75th year I may not be a rabid Conservative.

Among the first things that should be nationalized are the banks. The financiers now rule the roost and not the industrialists.

with themselves, others praying with extravagant gestures, with Biblical weeping, wailing and gnashing of teeth.

The Litany They Chant. There is a litany which devout Jews chant at the wall, after they have finished their prayers:

For the palace that is destroyed We sit in solitude and mourn. For the walls that are overthrown

We sit in solitude and mourn. For the majesty that is departed We sit in solitude and mourn. May the Kingdom soon return to Zion.

Comfort those who mourn over Jerusalem.

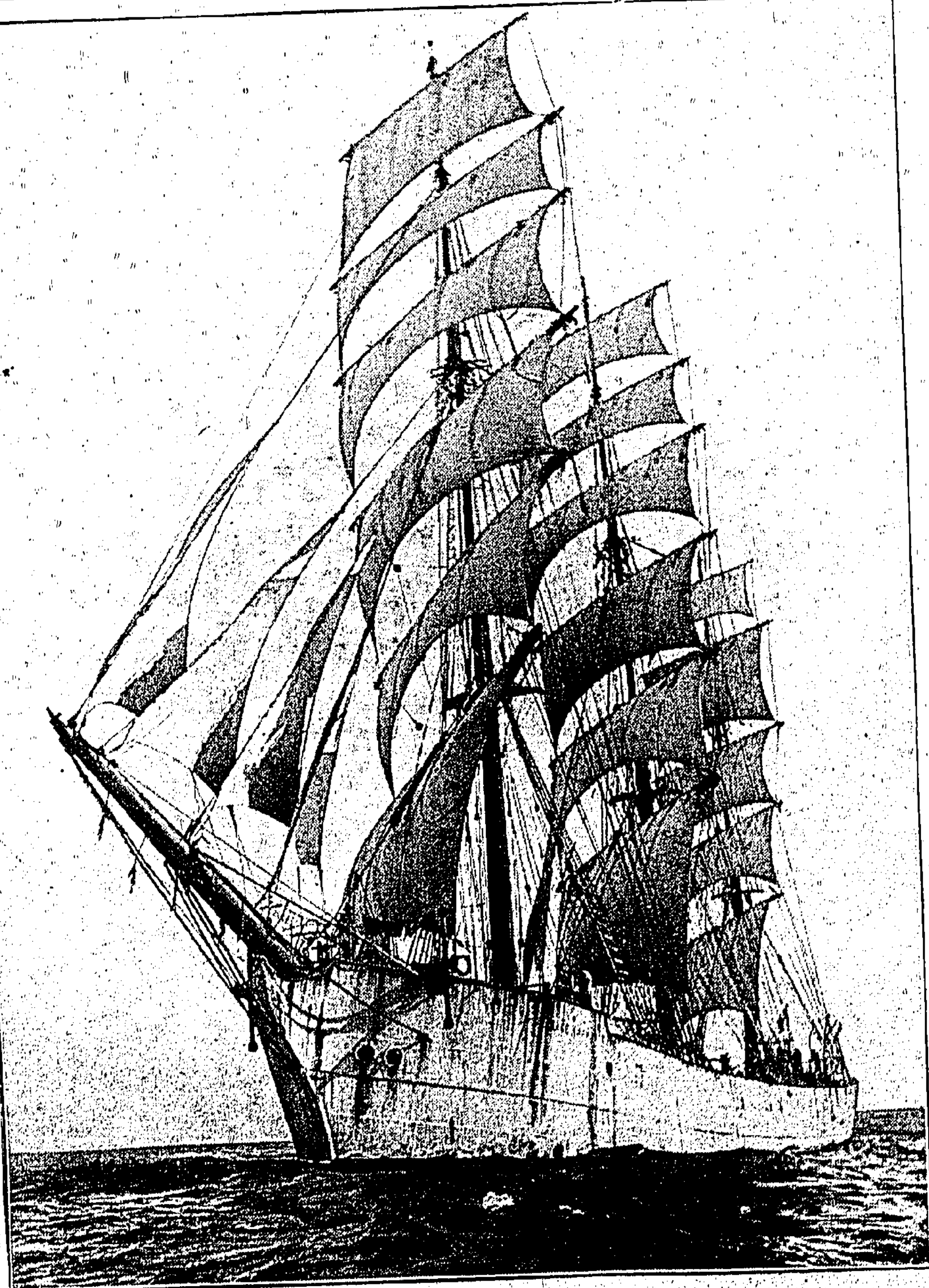
Oddly enough, there was less trouble at the wailing wall between Jew and Moslem during the days when the Turks governed (Continued on next column).

BILLIE DOVE IN NEW POSE.



A new and charming study of Billie Dove, the well-known First National star.

WINDJAMMER'S ADVENTUROUS VOYAGE.



The sailing ship "Grace Harwar" photographed in the South Atlantic during her voyage of 138 days from South Australia to Queenstown. Contrary winds forced her to change her course and pass through the Cook Straits. When she crossed the Equator after three months at sea provisions were running short, and the crew suffered much hardship. (Times copyright.)

Jerusalem than there has been since.

In the days of the Turks, the Jews held divine services at the wall daily. A screen separated the male and female worshippers, the congregation overflowed occasionally into an adjacent Arab garden, and no one over made trouble.

After the World War, however, came the Palestine mandate, the departure of the Turkish officials and the Jewish renaissance. The Arabs became fearful, and foresaw a day in which the Jews would claim, not only the wailing wall, but the Mosque of Omar itself. A report that the Jews were preparing to build a synagogue against the outside of the wall brought, in 1922, a ruling from the Mandates Commission of the League of Nations forbidding them even to erect temporary shelters, screens or benches on the site.

Lately it is the Jews that have become suspicious. It has been reported that the Moslems were preparing to erect a new mosque on the outside of the wall and

thus bar the Jews forever from their shrine.

Thus both groups have been kept hostile and suspicious, keyed up to a point where the slightest jar could bring about a bloody collision such as has finally taken place.

Another "Wailing Wall."

Second to the wailing wall at Jerusalem in importance is the wailing wall at Hebron, built near a cave in which Abraham is said to have buried his wife, Sarah. Unfortunately enough, conditions at Hebron are exactly parallel to conditions at Jerusalem.

The Moslems are in possession of the site of the tomb, and have built a mosque upon it. Just as is the case in Jerusalem, the Jews at Hebron are not allowed to set foot upon what is one of their most revered shrines; they can only use the pavement outside the wall, and can offer prayers there only under rigid restrictions.

Bloodshed, Marked Clash.

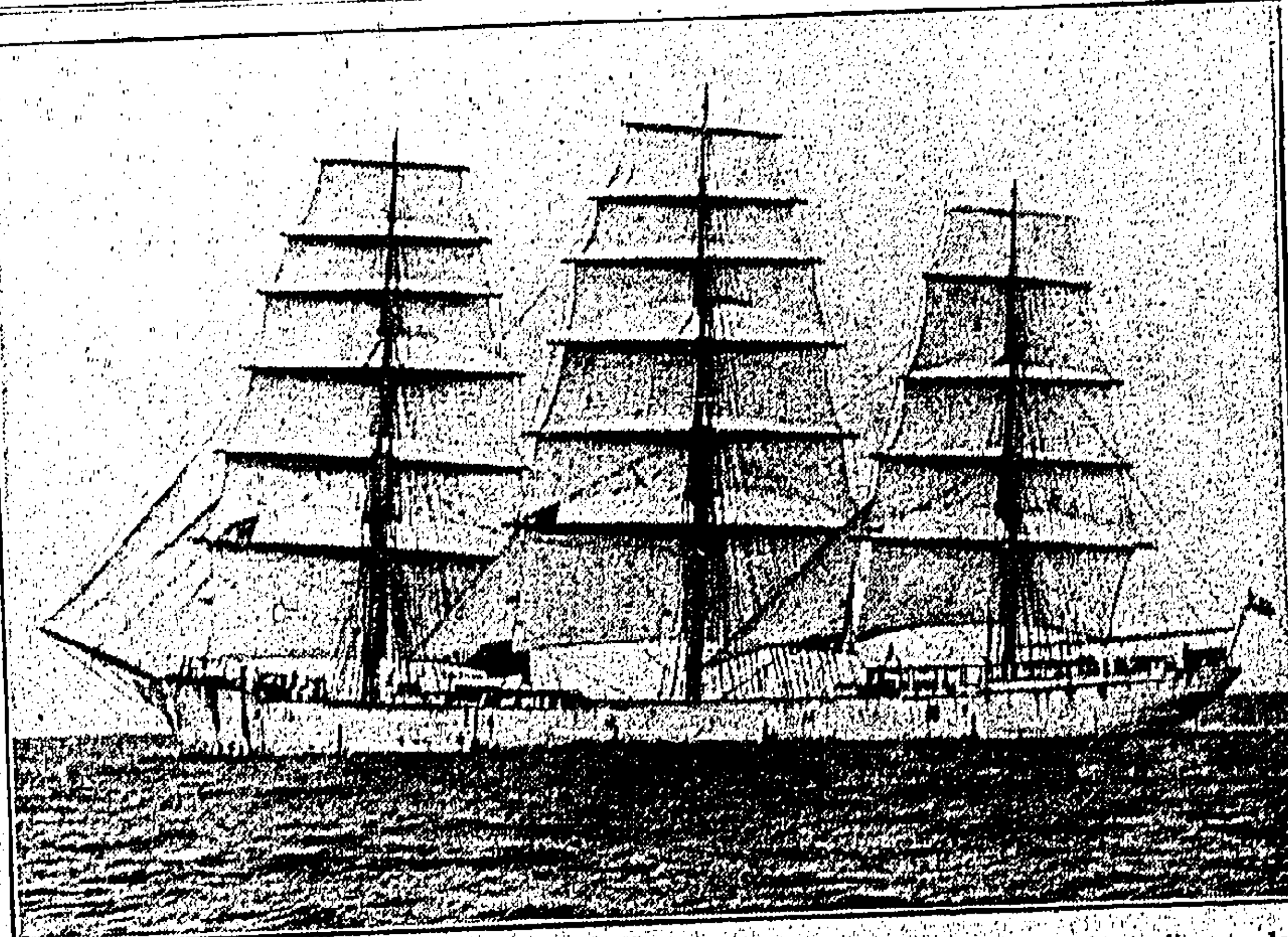
A year ago, on the great religious occasion of Yom Kippur, Jerusalem had a taste of blood-

shed because of the clash between Jew and Moslem.

On that occasion, because of the especial significance of the day, the Jewish worshippers had erected screens against the wailing wall to segregate the sexes, according to their ancient ritual. The Moslems at once protested to the British Governor. Strictly speaking, the erection of the screens was in violation of the law; so the Governor ordered the police to remove them.

The Moslem police abruptly interrupted the service and tore down the screens. There was rioting and considerable bloodshed; the police used their clubs freely, and all of Palestine was stirred by the conflict.

Thus, since the close of the World War, the wailing wall at Jerusalem, together with its counterpart at Hebron, has been a focal point for trouble. Bitter rivalries and hatreds have centered about it; always there has been a situation which could easily develop into a dreadful outburst of violence.



Another picture of the Grace Harwar, the last full-rigged ship in the Australian trade and one of the large fleet of big sailing ships owned by Captain Gustaf Erikson, of Mariehamn and built by W. Hamilton and Co. at Glasgow in 1889, and under the British flag. She was built by W. Hamilton and Co. at Glasgow in 1889, and under the British flag. She once made a passage from Chile to Falmouth without a blow, which had been lost in a collision in the Chilean harbour. (Times copyright.)

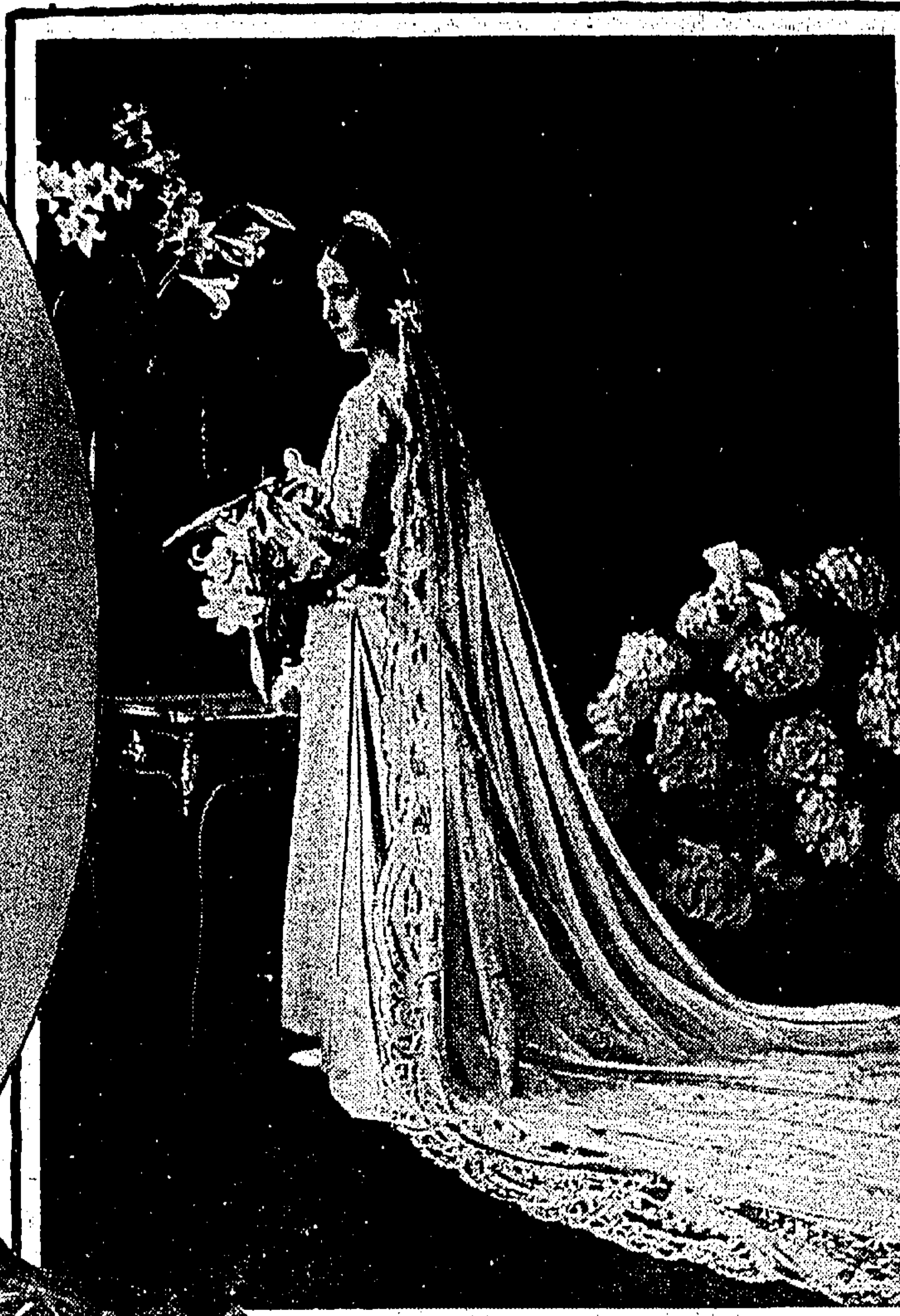
New Fashions for the Fall Bride



I
Jean Patou Uses
A Tulle Deep V
On the Forehead
From Which Hangs
This Lace Veil.



II
This Model With Fitted Yoke
And Unusual Side Treatment
Of Scalloped Folds is Offered
By Stewart as a Costume
Suitable for the Youthful Bride.



III
This White Satin Of Sculptural Lines
Is Presented By Jean Patou
For the Madonna Type of Bride.



IV
Patou Combis
Lace and Tulle
In This Bridal
Gown and Veil.
Mother-of-Pearl
Tuberoses Catch
The Lace Veil
At Either Side.

V
The New Princess Lines
With V-Shape Cut of Train
Add Distinction to This Model
From Stewart and Company.

After Picking Out The Perfect Husband, It Is Only Necessary That a Woman Select The Perfect Gown For Her Wedding

SINCE October is now almost rivaling June as a month for fashionable weddings, the smart couturiers are showing lovely bridal attire in their fall collections. It is a pardonable vanity on the part of any woman to wish to look her loveliest on that occasion when she marches down the church aisle on her father's arm to soft organ music, clad in white, attended by glamorous maids. That is her star act, and she should make the most of it.

Always, the bridal gown is considered outside the realm of current fashions. It must be more than smart, it must be picturesque, and there must be a certain bow made to tradition and to established custom.

Often a bride loves to wear the dress worn by her mother, or the material of her gown handled in a more modern way, while others wish to use rare old lace or fine old jewels. Much latitude is permitted, so long as the effect is charming, and most brides seek to attain a treaty between the old and the new, and to achieve individuality and something that is absolutely personal in character.

In the choice of fabrics, the fall bride has great latitude—moire, satin, tulle, transparent velvet, or even net, mousseline de soie, lace or tulle. Patou believes that the winter bride should select white satin or panne velvet.

AN important detail in the wedding ensemble is the right headdress. The wrong veil or cap or whatever style is chosen is sufficient to mar the most beautiful gown, besides detracting from the wearer's looks. Patou has shown a particularly becoming headdress with his lace bridal outfit, which is a happy combination of the formal and the becoming. He arranges a rather deep V of tulle over the forehead and upon that mounts the lace veil, using a bunch of mother of pearl tube roses at either side.

FOR the very youthful type of bride, who wishes smartness and a feeling of the present day in her costume, the less formal model with the fitted yoke, and the elaborate side treatment of scalloped folds is recommended.

This is a very practical type of dress, since by subtracting the veil, one has a perfectly smart, long-sleeved dinner gown or theater costume. Despite its exaggerated length on one side, it is quite short in the front and at all other points. This is a Stewart model.

PATOU believes that the gown should be created for the subject, which is why, when he was

creating for a dark-eyed beauty, he made the most of her classic features and her madonna face by devising a robe of sculptural lines in white satin featuring rich embroidery, a superb veil of Point d'Angleterre, and a headdress that was decidedly individual, and studied to bring out the beauty of her shining black hair.

Quite appropriately this bride carries a shower of white lilies. Easter lilies and calla lilies are very much in favor now for bridal bouquets.

A GOWN that is a triumph of lace and tulle with a fairy-like quality that is most engaging is shown as an accompaniment to the wedding veil which features the tulle V on the forehead.

AN American version of the wedding gown is shown by Stewart and Company, and like Number II, above, it is developed in heavy white rayon satin.

The new princess line is stressed in Number V—which is shown from the back view—and the train is cleverly inserted in a V-shaped cut in the back. Except for the yoke of exquisite lace, this gown relies upon its princess cut for its charm. The cap is the conventional but very becoming Juliet cap of pearls, and the ample veil of illusion is trimmed with scattered bouquets of orange blossoms.

NATURALLY the bride selects her accessories with great care. Her slippers, her handkerchief, her jewels and her hosiery are all exactly in the mood of her gown, and her lingerie is the most exquisite that can be procured.

The bride of this season will wear a higher girdle, and have a more pronounced waistline than has been seen for years. She will have feminine curves, and a feminine figure. And she may have a pound or so more of flesh than she had last year.

Of course the first consideration is to have the perfect husband, but after that there is nothing more important than having a perfect wedding, and having a perfect wedding implies a perfect wedding ensemble for the whole party, from background to attendants.

And of course, the bride will not consider only her own appearance, she will confer with her bridesmaids, her maid of honor, and her flower girl, and there will be a harmony expressed in the costumes.

While she will dominate the pageant she will allow the color, and the "chorus" work to be provided by her attendants, and she will graciously allow each member a triumph.



TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

October, 26th, 1929.

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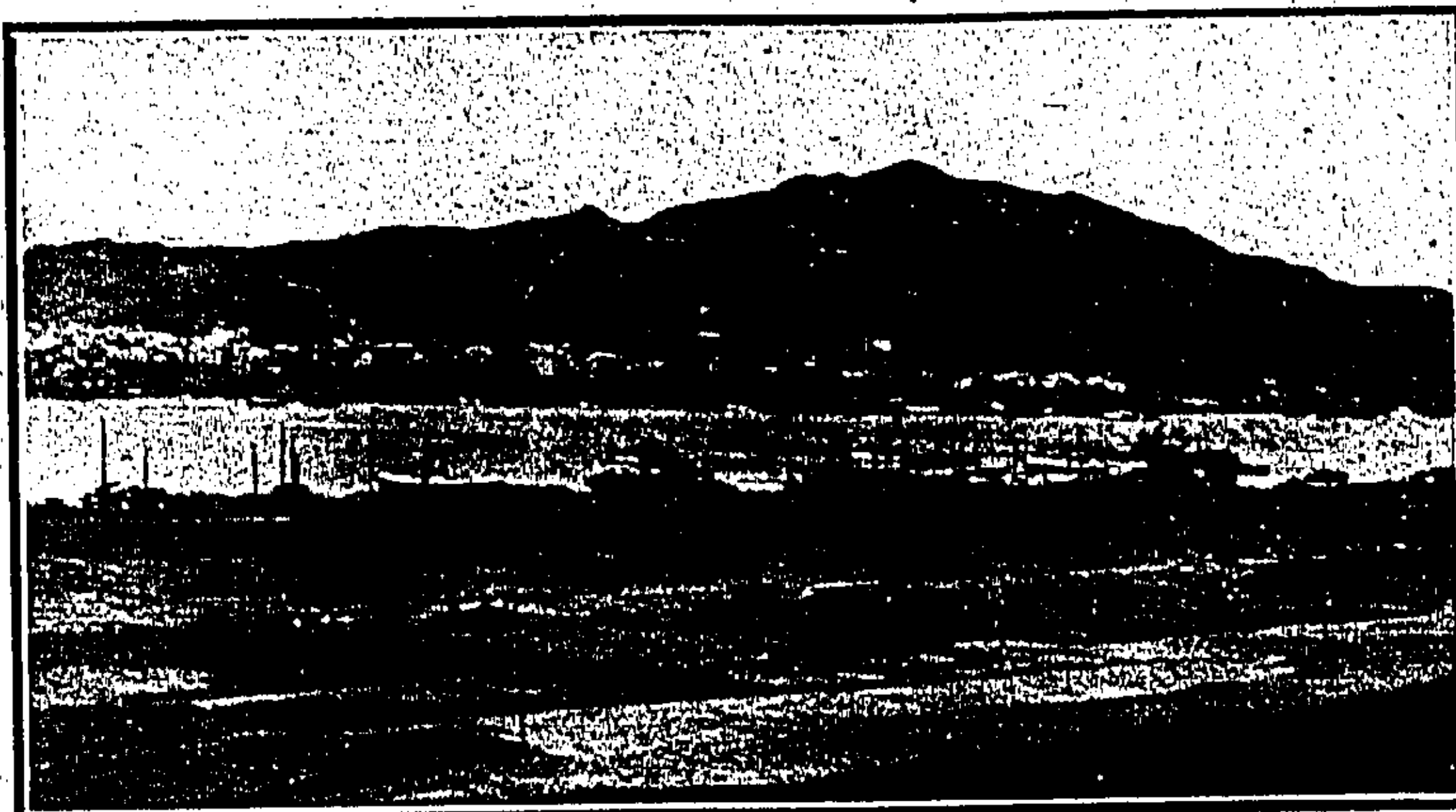
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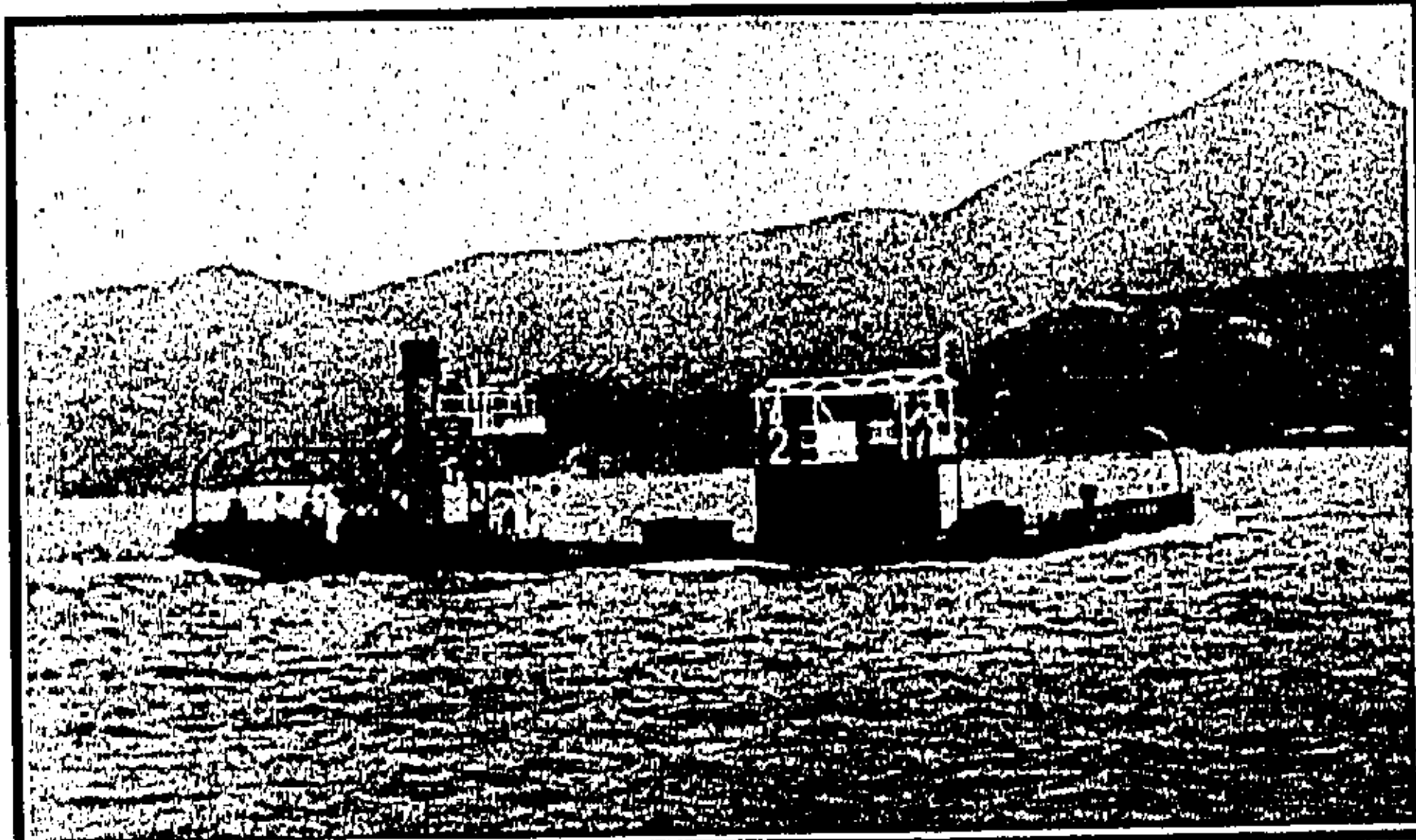
HONGKONG AGENTS FOR MEN'S K SHOES.



Picture shows the flying field at Wuchow, with several planes of the Cantonese Army in the foreground. Steamers with troops embarking for up-river are seen along the water-front. The photograph was taken on the National Holiday.



Dr. S. C. Ho is here seen conducting a physical examination of students of the Mui Fong Girls' College, Bonham Road, of which he is Honorary Physician and Surgeon.



Above is seen the single-screw motor-driven waterboat Tai Yee Ho, built and machinery installed by the Hongkong and Whampoa Dock Co., Ltd. She is 335 tons deadweight.



A good action picture taken during the final for the K.O.Y.L.I. Polo Cup at Causeway Bay. The K.O.S.B. team defeated the Civilians by seven goals to four. (Photo: Mee Cheung).



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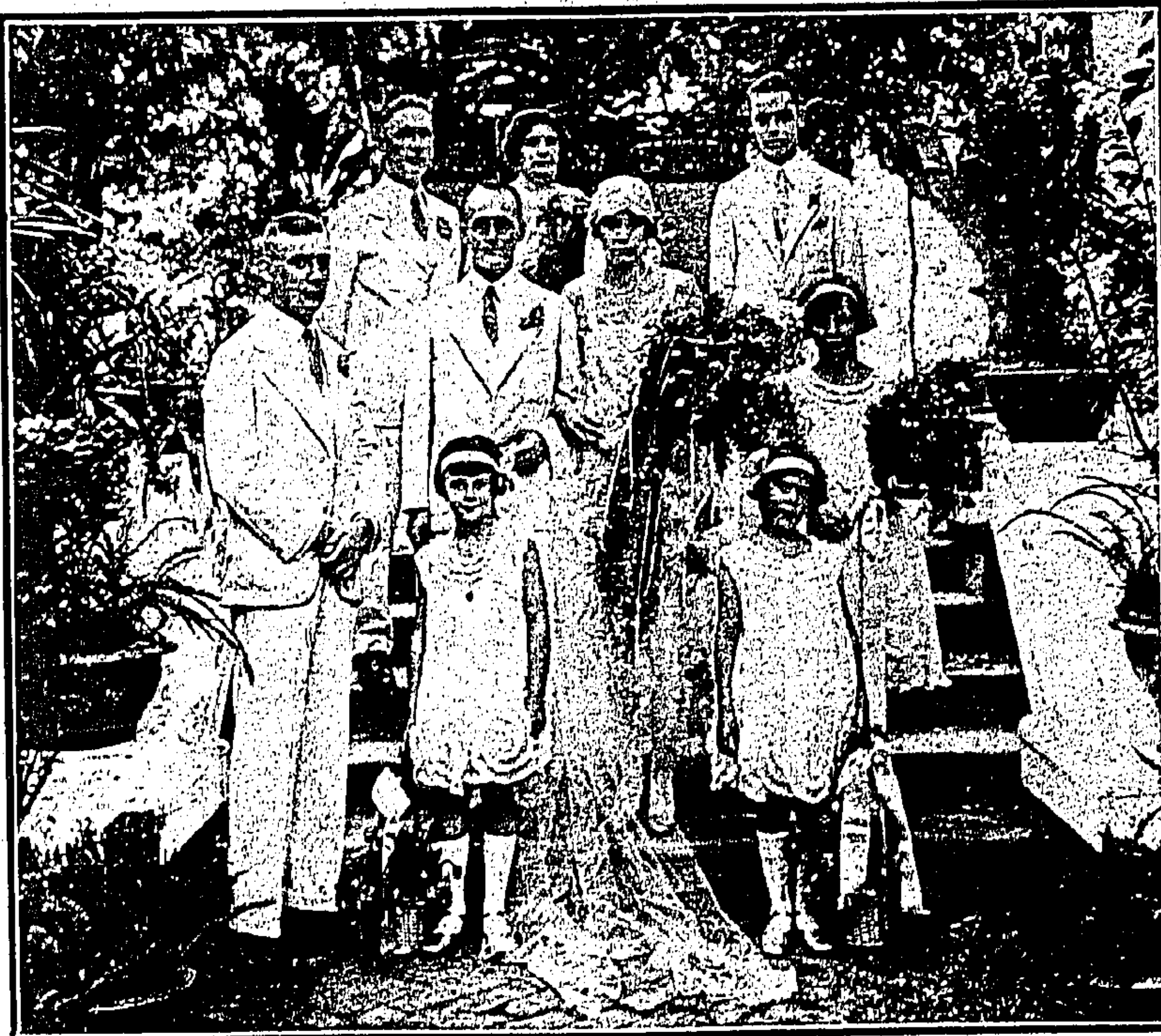


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Group taken at the wedding in Canton of Miss Dorothy Paget and Mr. Ludwig Werner. Left to right:—Back row: Mr. W. F. Gilman, Mrs. Paget, Mr. Teddy Paget; front row: Mr. F. Petersen, the bridegroom and bride, Miss Marion Lockwood, Miss Teddy Hunter and Miss Priscilla Thompson.



Mrs. Ludwig Werner photographed at the home at her mother, Mrs. C. S. Paget, after her wedding in Canton.

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Here is the latest photograph of General Chan Chal-tong, Commander-in-Chief of the 8th Route Army, who has just returned to Canton after conducting operations in Kwangsi.



Mr. F. S. Harrison, who is leaving the Colony next month on promotion as Manager in Calcutta of the South British Insurance Co. He has taken a prominent part in the affairs of the Ekeh-O Country Club.



The Hon. Sir Henry Pollock and Commodore R. A. S. Hill, carrying the Navy League wreath to the Cenotaph on Monday. Behind is seen Mr. W. A. Dowley with a floral tribute to the memory of the late Mr. L. M. Whyte, former secretary of the local branch. (Photo: Mee Cheung).

THE HAUNTED CHAMBER.

The Gruesome Experience of Mr. Gritwell.

My name is Egbert Gritwell. Address: The Lynt, Cogsall, Gearing-on-Edge. Most of you will have heard of me through a scandalous article in The Morris Owner, alleged to have been written by a mosquito. Not content with using me as a quick-lunch snack-bar all the summer, this insect had the cheek to get inside my gearbox and publish the guilt-edged secret of its frayed pinions. I admit that I did give the rear lever a few physical jerks now and then, but the little beast need not have told the world about this skeleton in my chassis. Insulted, and by a mere insect! Had a man written such home truths about me I should have called him out, and hammered him, but you can't hit an insect below the belt, so to speak, can you? (If you want a scrap, Egbert, I'm on, provided you give me choice of weapons. Mine's a proboscis.—M.)

Unregenerate.

I admit that the insect was right in saying I had steel filings in my gearbox and that the cylinders played the tune of "Kinkering Konkas," and that I ought to change my habits, but I didn't want his beastly advice, so I ground my own and the gears' teeth all the more fiercely, and the more I changed, the more I remained the same, as they say in Gaul. (That means that the value of the car changed down every time you did, Egbert.—M.)

A Chamber of Horrors.

The above was written previous to my terrible and gruesome experience in the haunted chamber which I am about to describe. Since that awful night I am such a reformed character that when I change a gear now it makes no more noise than the purr of a mangel-wurzel culling to its young, and my engine is so quiet that you could almost hear a pin drop—a gudgeon pin, for instance.

This is what happened. I had been invited down to a house party at one of those half-timbered, haunted, moated granges that are fast disappearing from England and reappearing in America. It was a long cold journey across the moor through

the darkness and driving snow—and I was driving worse than the snow was. Gurr-gurr-gurr! and every time I changed a gear it was a different gurr again; while something was going clink-plink-clank! in one of the cylinders all the time; so I was jolly glad, I can tell you, to reach my destination at the jolly old grange, where England, Home and Beauty awaited me.

Yes, beauty! For I must not omit to mention that Miss Wendy Walker, my host's charming daughter, was waiting my arrival with strained ears to catch the first beat of—(No wonder. She could hear the beat of your engine four miles away.—M.)

The evening passed all too quickly, like an Opelrocket. Wendy and I sat in the ingle nook, and I told her that, without her, life was full of emptiness, and all that. Later on, when I sat over the fire with her father, having a final before retiring for the night, I took my courage and the whisky and soda in both hands and said: "Mr. Walker—may I call you Johnnie?—I have long loved your daughter. Will you be a father-in-law to me?" "Egbert, my boy," the old chap replied, "you must first prove your metal. You must show your grit. Have you the courage to sleep to-night in the haunted chamber?" "My dear, old, next-year's-model father-in-law," I said, "Put me among the ghosts and clanking chains! Give me goblins and Gobelins tapestries! For two pins I'd sleep in a haunted combustion chamber!"

To the Spooks.

Many a true word is spoken in jest, and after my host had handed me a guttering candle, he conducted me to the haunted room and wished me as good a night as might be expected.

I was soon as snug as a saucer in a roll, deep in the downy feather bed that floated on the old-world fourposter, with the candle guttering on the worm-eaten whatnot at my bedside, and was just settling down to slumber when I heard a familiar sound.

Gurr-gurr-gurr! "Rats," I muttered drowsily, "rats in the wainscot."

"I was dropping off again when I heard another familiar noise. Clink-plink-clank! It was coming along the passage. It was knocking at my door. It was in the room. I was for it. 'Clank on, old spectre!' I laughed cheerily. 'You can't frighten me with that old stunt. I'm Egbert Gritwell, the champion chain-rattler.'"

I opened my eyes, expecting to see a headless baronet beckoning me to follow him to the hidden treasure chest containing the long-lost twenty-six million pounds. But no, the guttering candle only revealed the tapestried walls—Stay! Surely there was a change in the room! There was a dark green, oily look about the walls, and the shape of the room was circular instead of square.

Moreover, my four-poster, with me inside it, was rapidly sinking downwards, as though into a Sweeney-Todd cellar. Then, just as rapidly, it shot upwards. The guttering candle threw out a blinding flash, followed by a thunderous explosion, and again I was shooting downwards, and up again, and down again at lightning speed. This occurred about five hundred times a minute. Up, blinding flash, explosion, atmosphere of carbon monoxide, down again, smell of something with boiling oil in it, up again, and so on incessantly.

A Transformation Scene. And all the time that clink-plink-clank and gurr-gurr-gurr got louder. The green walls were closing in on me. They were turning red. The room was getting smaller, and so was I. I was no bigger than a grain of corn, and there at the foot of the four-poster, where the bedpost ought to have been, but wasn't, sat a grotesque and graining shape. It was like a cheese-milk with long whiskers for legs, and wearing horn-rimmed specs and a top hat. (That was me, eh, Mr. Shuffrey?—M.)

The thing emitted a weird, singing, buzzing noise, and I could just distinguish the words: "Don't treat the poor little car that way! You may be a mineral yourself some day!"

Then I realised my awful situation. I was no longer Egbert Gritwell, the leader of the gate-crashers, the konkerer hero, the big noise of the Bath Road—I was simply a minute speck of carbon being tossed up and down on the top of an r-p-m-ing piston inside a badly carbonised cylinder.

This is not playing the game," I protested. "I undertook to sleep in a haunted chamber, not

MOTOR POWER.

Four Important Factors.

The power of your motor depends on four important considerations. These are:

1. Full compression.
2. Perfect valve action.
3. Proper ignition.
4. Proper carburetion mixture.

Any or all of these factors may cause an engine to lose power and therefore result in great loss of economy in motoring. Each requires constant care and attention in order to keep the engine in perfect operation.

To maintain full compression, complete lubrication must be maintained to prevent scoring of the cylinders. The valves must seat squarely into their positions and the valve springs must work efficiently to avoid letting some of the explosive charge in the cylinders escape before the valves shut tight.

Loss of compression results in a weak explosion in the cylinder and the suction of a smaller charge of fuel into the chamber. Besides, a part of even this reduced charge may escape before firing, and the part that does explode may not have its full effect on the piston if some of this force escapes through some crack or other opening.

A worn, scored or cracked cylinder is one means by which such explosive gases can escape before it can exert its force on the piston. The pistons may have cracked, or the rings may have become gummed, worn or broken. The

in a— Then I remembered I had boasted that for two pins I would sleep in a haunted combustion chamber. My boast had come home to roost.

At that moment I felt something like a pin pricking me in the nape of the neck. (That was me, having an early breakfast.—M.) I woke up, to find daylight streaming through the walls of the room and tinting the tapestries with a soft duotone cellulose finish. My nightmare was over.

I was a reformed character from that moment. I was no longer Gritwell the Gate-Crasher. I was Egbert the Euphonious. I was a different man. At that moment I felt another sharp pin-prick in the neck. It must have been that beastly little insect again. (Yes, Egbert, it was me, having a second breakfast off the different man.—M.)

valves might be pitted and warped and their stems bent so that the valves can't seat properly. Any or all of these faults may cause loss of compression and resultant power.

Loss of power may result also through cracked or improperly seated spark plugs.

If the valve action isn't just right, power again will be sacrificed. Wear, without grinding of the valves, can cause such faulty action. Sometimes the valve tappets may not have been given sufficient opening, or may be set to give too much opening—which would result in under or over-supply of fuel.

The valves may not be properly timed, and this may cause havoc with the entire engine—knocking, missing and lack of proper fuel mixture when needed.

In order that the engine work properly, that the pistons are forced down at the exact time each is designed to do so, the spark in each cylinder must be timed to the exact instant. Otherwise pre-ignition, or detonation, or missing of the engine might occur. The exact timing of the ignition is as important as the proper timing of the valves. All of these functions must work together, or the engine will merely sputter and lose power. And part of the entire ignition system, from battery to the distributor, may be the cause of this trouble. Only a competent electrical mechanic should meddle with this part of the system. It is too complicated for the average motorist.

The carburetor may be fixed so that the proper combustible mixture will be fed to the cylinders of the motor, yet proper compression will not result unless this fuel mixture is also used properly. The spark must be hot and properly timed.

The mixture consists usually of about 15 parts of air to one of gasoline by weight, but as winter approaches this proportion will have to be reduced. Whatever the ratio, it must be such as to give the greatest energy when it is ignited by the spark. The more combustible the mixture, and the hotter the spark, the greater is the resultant pressure on the pistons, provided of course there are no hidden leakages.

COLD ROOM TRIALS.

General Motors Chevrolet Tests.

The cold room of General Motors Research Laboratories, designed to put cars through tests in freezing temperatures, is one of the main reasons why the Chevrolet Six starts easily and quickly, no matter how cold the weather. The cold room was the first of its kind in the automobile industry and was originated and developed by General Motors engineers.

The object of the cold room is to furnish Chevrolet engineers an opportunity to study at close range the reaction of the car to the temperatures an automobile must withstand in winter, whether left overnight in an unheated garage or parked for hours outdoors. It is an indoor proving ground where winter weather can be produced at will. Through the use of ammonia gas, the thermometer readings can be raised or lowered by the engineers within a short space of time. For instance, with the mercury at zero, the temperature can be dropped to 45 degrees below zero in three hours.

The use of an electric dynamometer, which is both motor and dynamo, is a part of the programme which follows when a Chevrolet car is lowered on an elevator and rolled into the cold room. By means of the dynamometer it is possible to furnish a road torque for the car, when its rear wheels are placed against a set of steel rollers set in the concrete floor of the room. The torque can be made to parallel the resistance the car would encounter when driven outdoors on a highway in the same temperature. In this way, the car can be made to haul its load in the cold room. To add to the severity of the test, a blast of air is directed against the radiator, to simulate the same wind resistance.

In proportion to its population, Denmark is the greatest user of automobiles among continental European countries, is the statement of Anders Larsen, U. S. Department of Commerce.

the car would encounter in the open.

Oil and Grease Tested.

It is no easy road that a Chevrolet car travels when it is being tested out in sub-zero weather by earnest but unfeeling General Motors engineers. Even though it remains indoors, when the test is completed the car has been somewhere.

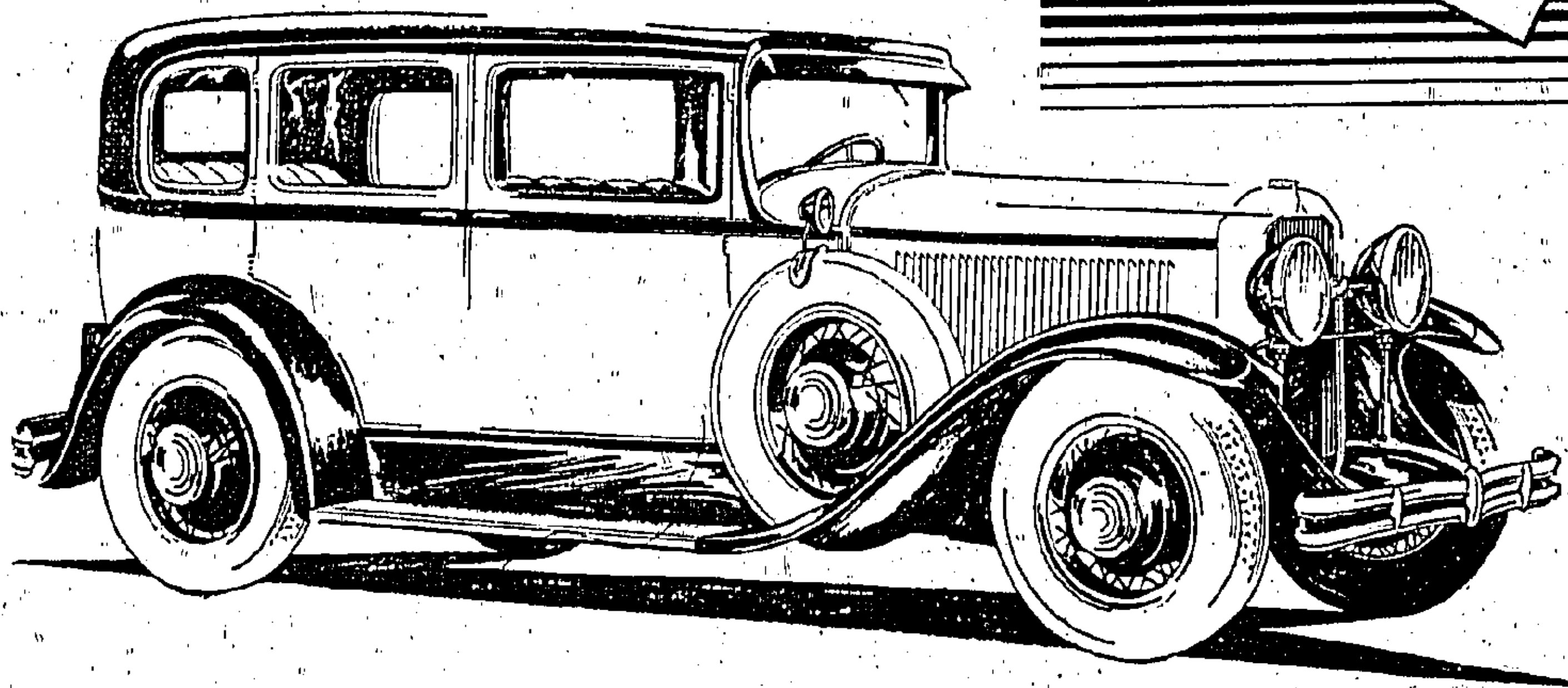
Experiments in the cold room can be made singly—and are—with any unit of the car—the manifold, the universal joint, the action of the rear axle in low temperature, the performance of the fan, the starter, the carburetor, and so on. The engineers are able to make a detailed study of how the motor itself reacts to frigid atmosphere, and what effect 45 degrees below zero has on the lubricants and on the gasoline that are in the machine. Or, if they wish, the engineers can make a blanket test of the car as a whole under the same circumstances. Any car, in order to meet a thorough test, must remain in the cold room for five days.

The engineers wear aviators' suits, even to helmets, like those worn by round-the-world fliers, as the temperatures in which their work is done is on a par with the bitter cold which fliers undergo at an altitude of 10,000 or 20,000 ft.

Chevrolet engineers are constantly engaged upon experiments similar to the one outlined. Not all of these, however, are conducted in the laboratory. General Motors proving ground is used summer and winter for test purposes so that the car will be as nearly a perfect product as automotive science can produce.

There are now 232 approved airplane types from which to choose private or commercial craft in the United States. These planes have passed rigid tests of the U. S. Department of Commerce.

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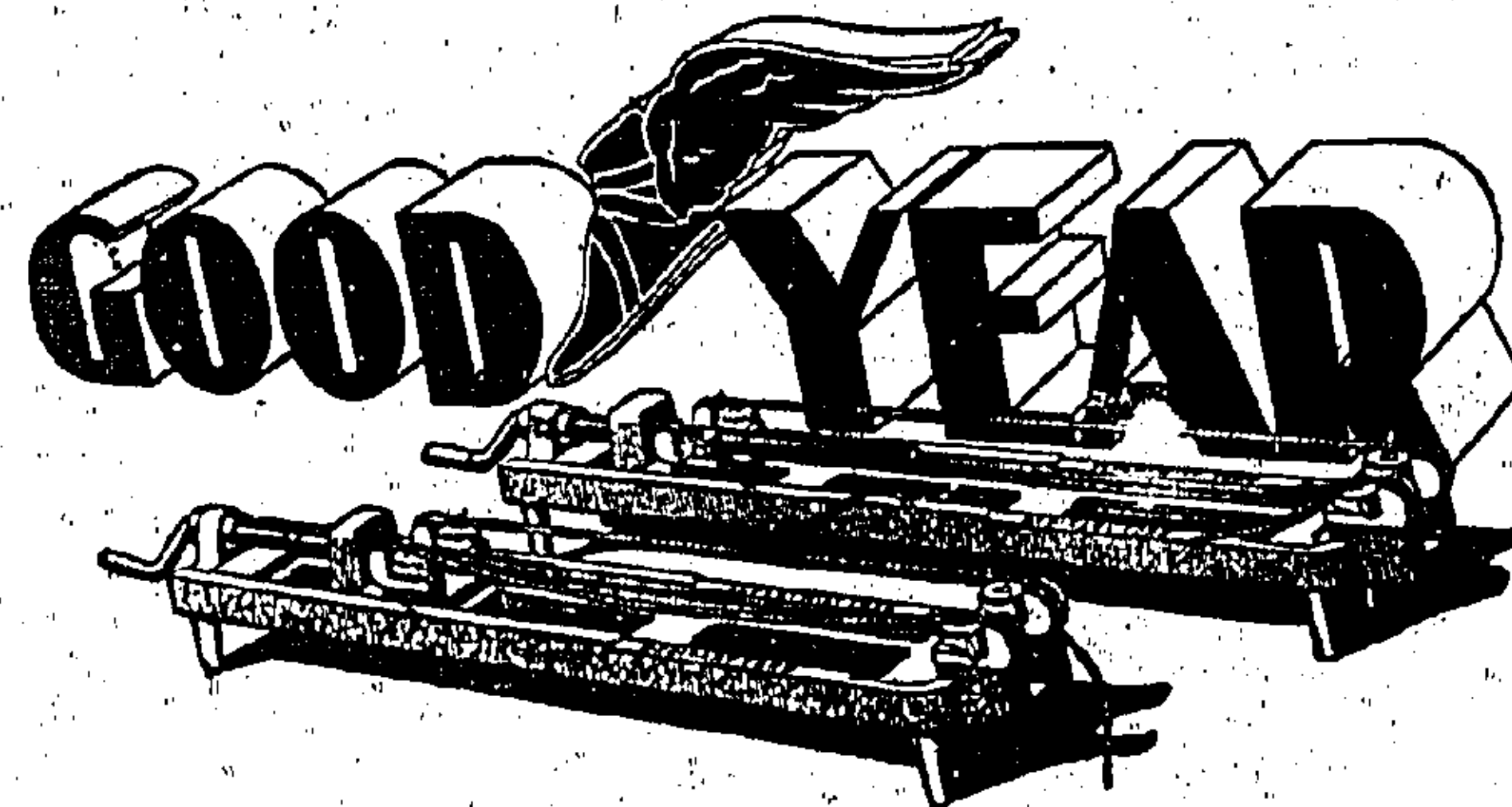
You realize it more and more as you drive through the city, or out where the hills are steep and the roads are not smooth—and as other car owners are attracted by its beauty and superb performance.

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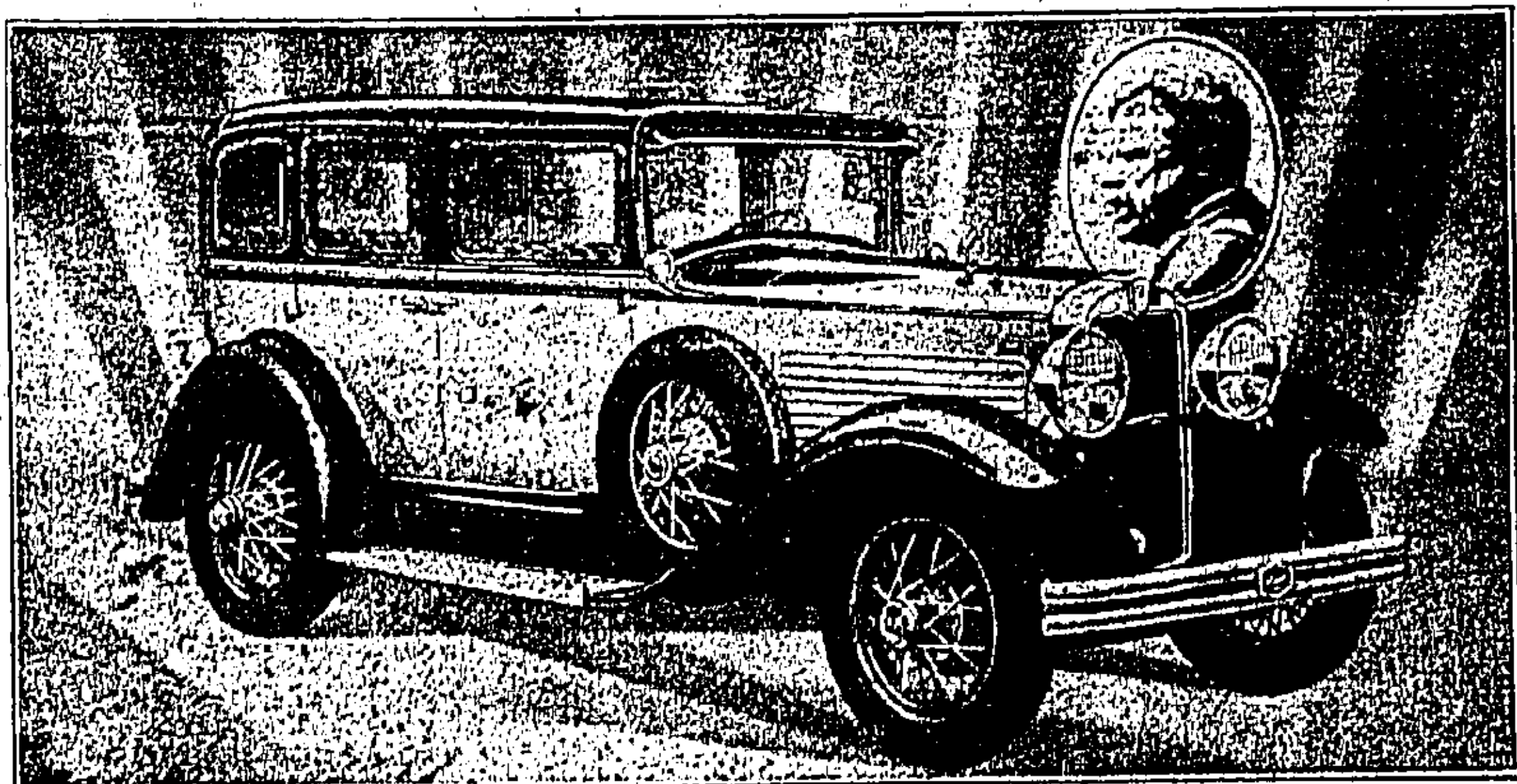
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PIKES PEAK HILL.

Annual Hill Climbing
Competition.

STUDEBAKER WINS.

The 11th annual Pikes Peak Hill Climbing classic on September 2 was won by a fully equipped, stock Studebaker President Eight Roadster, which by its feat captured the historic Penrose Trophy. All existing stock car records for the course were smashed.

The winning car, piloted by Glen Shultz, famous race driver, completed the 12.4 mile grind to the summit of America's most famous mountain, 14,109 feet high, in 21 minutes 43 and 2-5 seconds, at an average speed of 34.3 miles per hour, bettering the previous stock car record by two seconds. This time was considered exceptional in view of the condition of the course which was against the best speed.

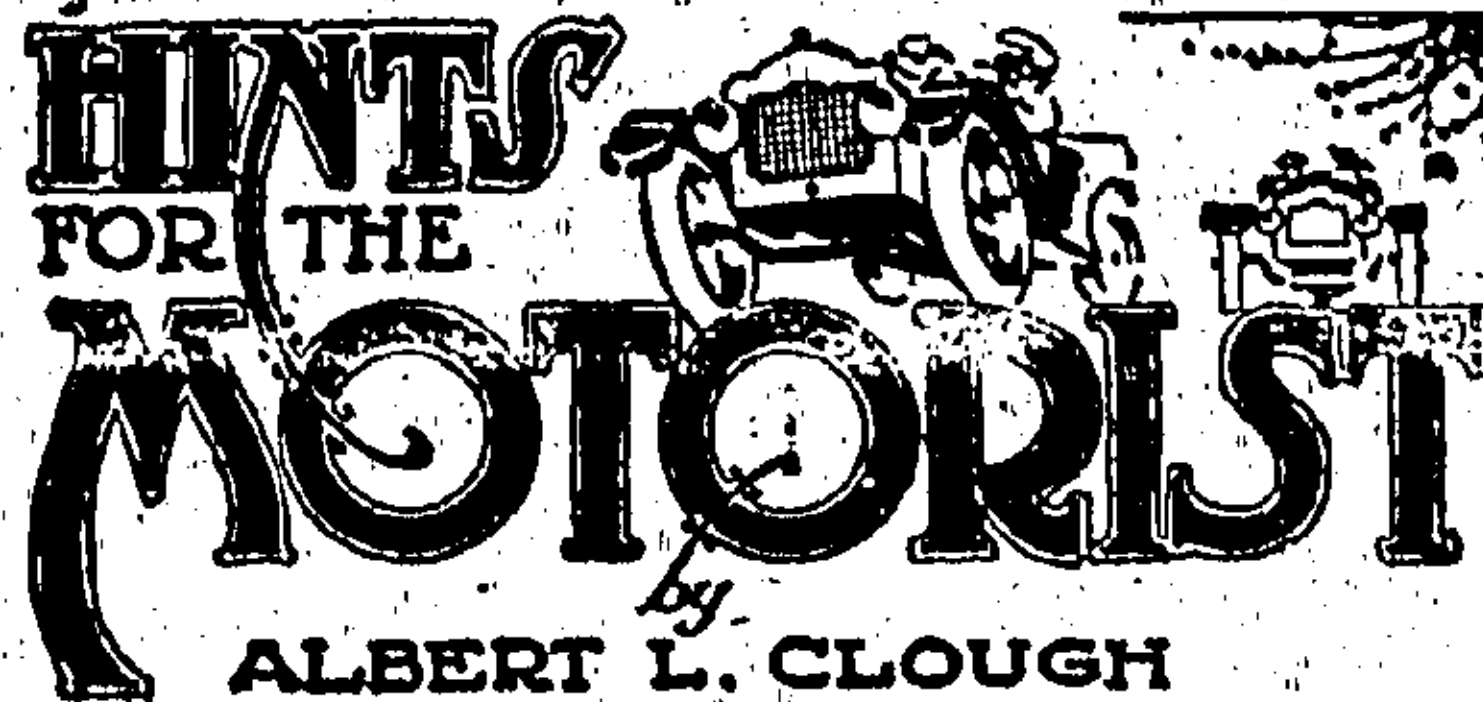
Two other Studebaker stock cars, a second President Eight Roadster driven by Ab Jenkins and a Commander Eight Roadster, driven by Ralph Hepburn participated in the event. Their time for the climb was 22 minutes 58 seconds and 54 minutes 10 and 4-5 seconds respectively.

The Penrose Trophy goes under conditions of a deed of gift to the entrant in the race making the best time in the stock class. It is a large silver, beautifully ornamented bowl, over 150 years old obtained in Europe by Spencer Penrose, Colorado Springs capitalist. According to reports it was used as a mug for champagne on many historic occasions in England.

The race started at Crystal Creek bridge, 9,150 feet above sea level and five miles from the foot of the mountain, before a large gallery of spectators. The course of the run is known as the Pikes Peak Highway, considered one of the most wonderful motor roads in the world. The route is a double track road, 20 to 50 feet wide all the way, a twisting, turning ribbon of white, mounting skyward, and tricky enough to test the skill of the most experienced driver. There are no less than 154 turns. The climb is considered a sheer test of stamina, speed and power.

The three competing Studebakers were selected at random from factory production by officials of the American Automobile Association, checked and their stock status established prior to their being driven to Colorado Springs under the observation of A.A.A. officials who turned the cars over to the Colorado representative of the A.A.A. upon their arrival. Before leaving the factory, seals were placed on important motor parts. This followed the same procedure which prevailed in the world record run of the four Presidents at Atlantic City Speedway a year ago in which each sped 30,000 miles in less than 28,128 minutes.

Each Studebaker car was a strictly stock model. They carried high compression heads (6 1/2 to 1) and mountain gear ratios (4.08



DETENTION AND PREIGNITION.

The phenomenon of detonation—the cause of "pinking"—is not yet thoroughly understood, but it may be described something as follows: When the spark occurs in a charge of fuel of certain characteristics, which is compressed above a certain point and is at a sufficiently high temperature, there is first an extremely sudden and sharp localized explosion of a character somewhat like that of the fulminate in a gun primer, which is followed by the combustion of the charge as a whole, of a slower and more normal nature, more like that of slow burning powder in a gun. The fulminate-like explosion, with its extremely high pressure is the apparent cause of stresses which produce the "pinking" sound, but it is too short to develop useful power. It seems to cause imperfect combustion of the charge as a whole, reducing its power value and setting free large quantities of carbon to foul the cylinders. Anti-knock fuels suppress the tendency toward this abnormal, detonative explosion of the "fulminate" type. Preignition is the firing of the charge prior to the passage of the spark, by any means which have any part of it to its ignition temperature. Anything in the combustion space, such as a valve, a spark-plug shell or a flake of carbon deposit, which becomes sufficiently hot or remains so from previous combustions will cause preignition of a charge during compression. Preignition occurs before the piston is fully up and the pressures produced act partly to turn the engine backwards. Detonation, by the disturbance which it causes in the burning of the charge, reduces the proportion of its energy realized as mechanical power and the balance of the energy appears as heat, which

after a time, makes the parts within the combustion space so hot that preignition begins to occur.

Skips at High Speeds.

Question:—I am unable to speed my car beyond 45 m.p.h. When I try to do so, I can feel that the engine is running unevenly and I am positive that some cylinders miss. This trouble came on several months ago and since then I have put in a new set of plugs, have had the spark-plug cables renewed and have tried a new coil and condenser without any benefit. The engine runs perfectly regularly under all other conditions, and has fine power. What do you think is wrong?

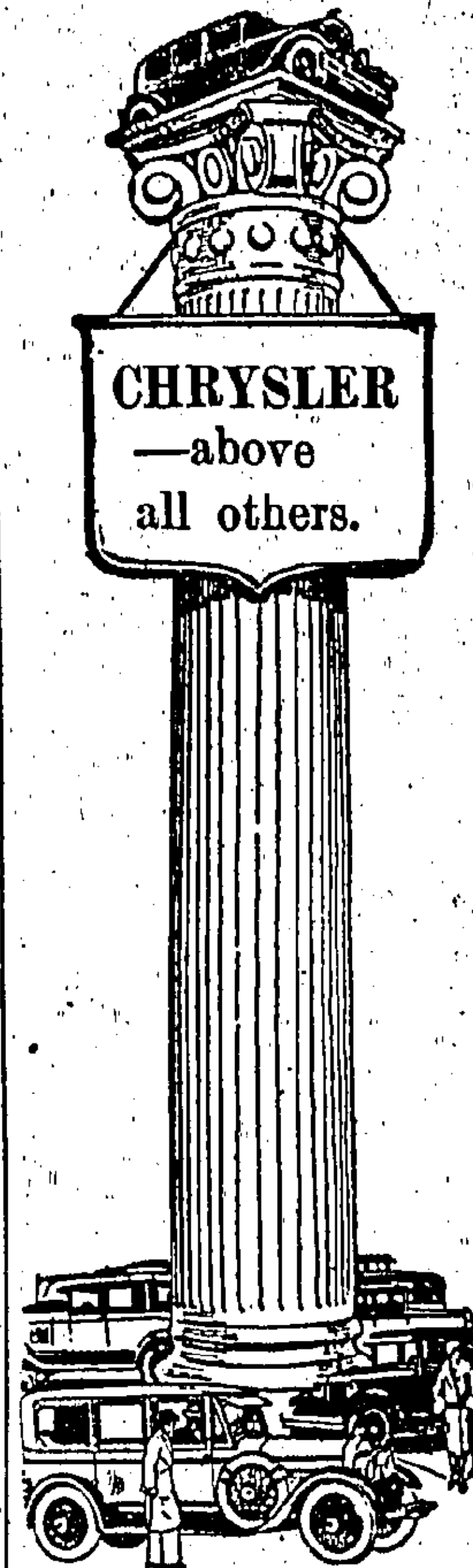
Answer:—If this is an ignition trouble, we suggest that you have the breaker mechanism of your distributor checked up. If the points are too far apart, the contact may not be long enough, at high speeds to charge the coil so as to insure a spark. If the breaker-bar spring has become weakened, it may not bring the points together in time when the engine is turning over very fast and if the breaker-bar pivot is gummy or perfectly dry the bar may not work quickly enough to close the circuit reliably. You might try another spring. We suppose the plug gaps are correct. The missing may be due to weak exhaust-valve springs or gummy exhaust-valve stems, and not be attributable to ignition defects at all.

Pistons Fitted Too Loosely.

Question:—I bought a new car this past summer and after I had run it 5,000 miles a slight knock developed in one cylinder, which an expert trouble man decided was caused by a loose piston. He put in a new one 0.003 inch larger and the knock stopped, but examination of the old piston showed no appreciable wear, in fact it seemed that only its top and bottom portions had been rubbing on the cylinder walls. Now a similar knock has started in another cylinder and I am wondering if all the pistons will have to be replaced. Can this trouble be my fault or was the engine imperfect in the beginning?

Answer:—In our belief you are not at fault but that the manufacturer was remiss in putting out

this engine with pistons having too much clearance. So long as the piston-rings were tight in their grooves, they prevented noticeable piston slap, but when they wore loose, slapping commenced. Probably oversize pistons will eventually have to be fitted in all cylinders. Occasionally a factory makes a mistake in the matter of piston fit, which may affect a large number of engines before it is corrected.



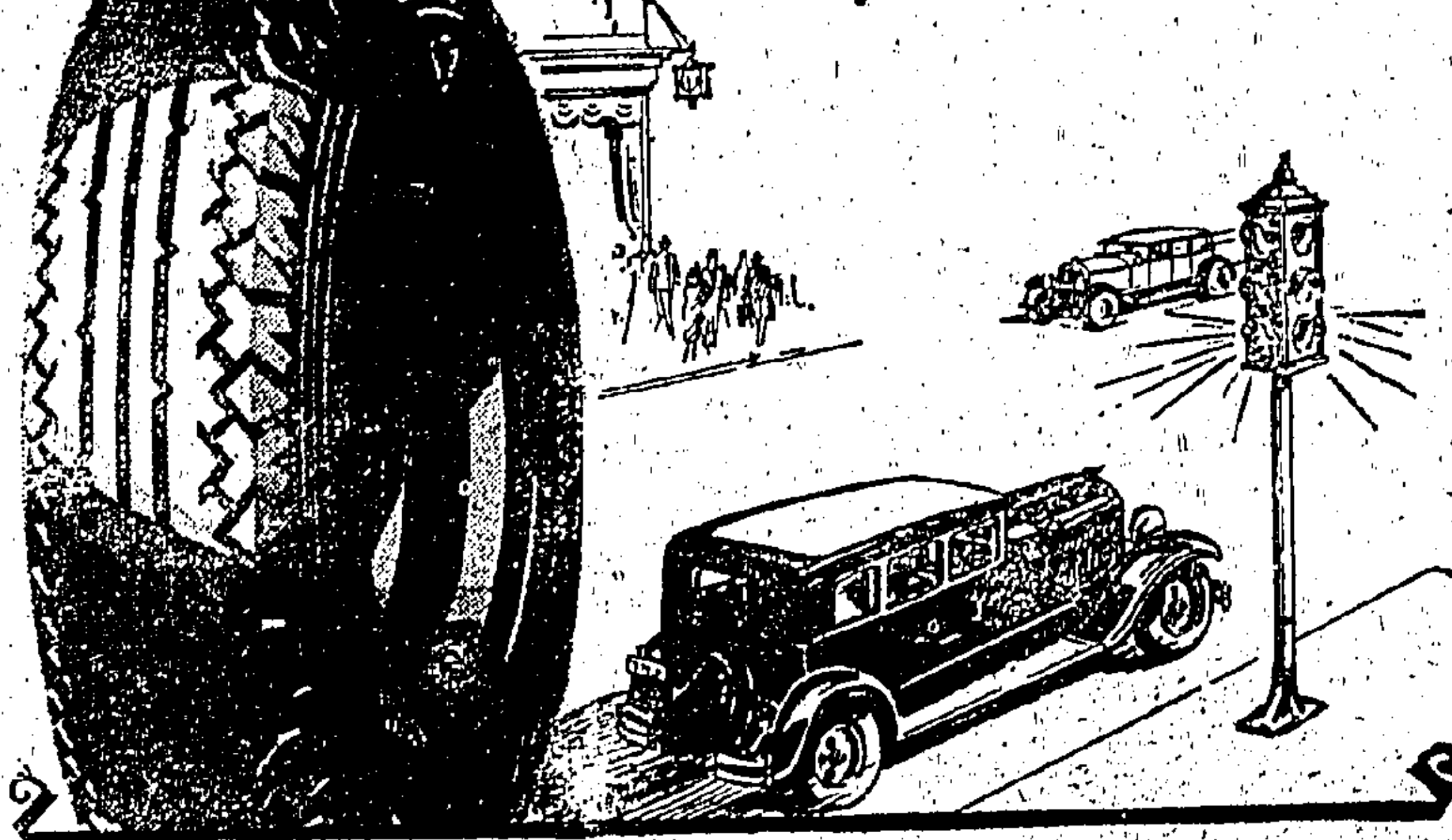
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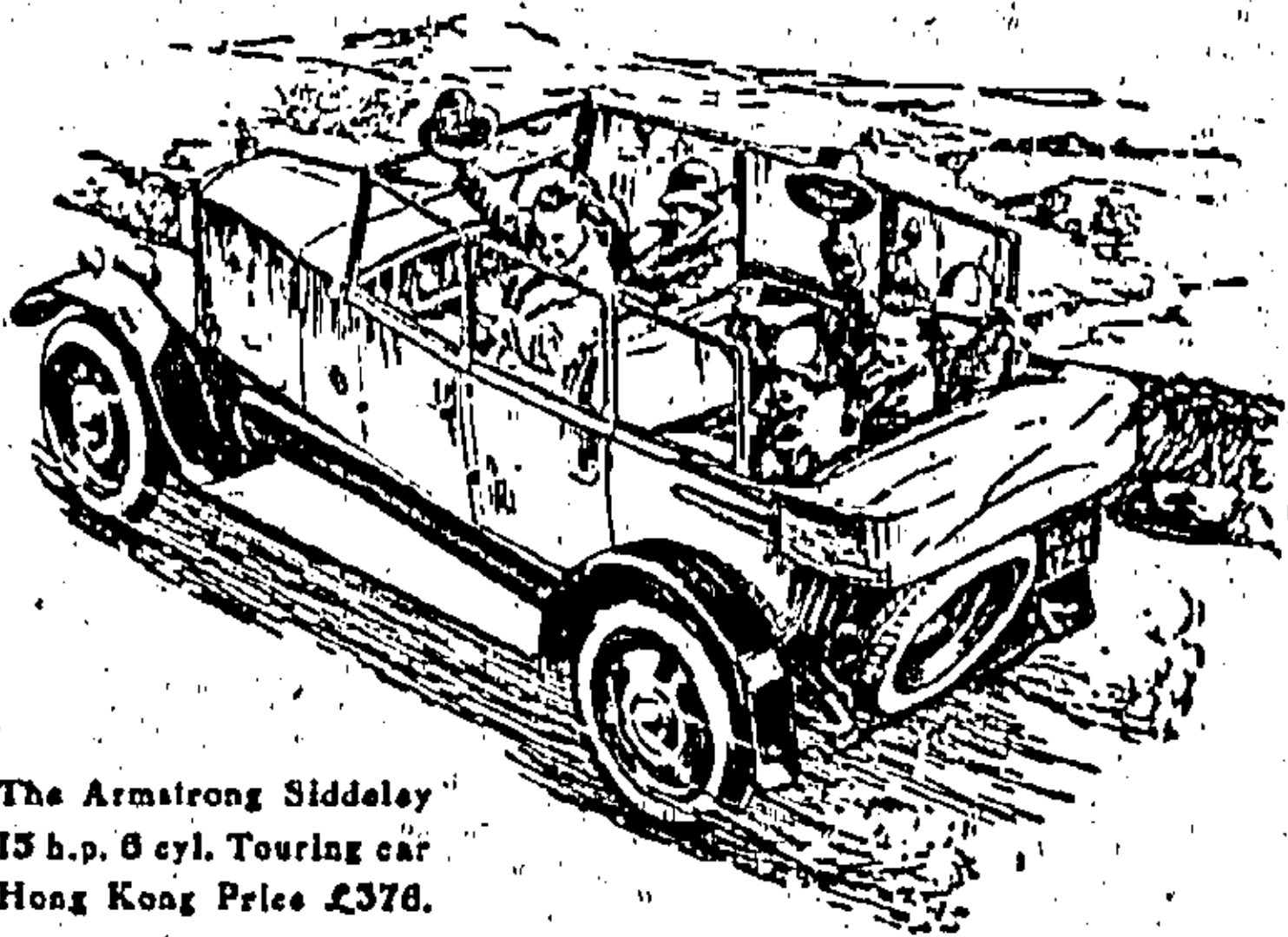


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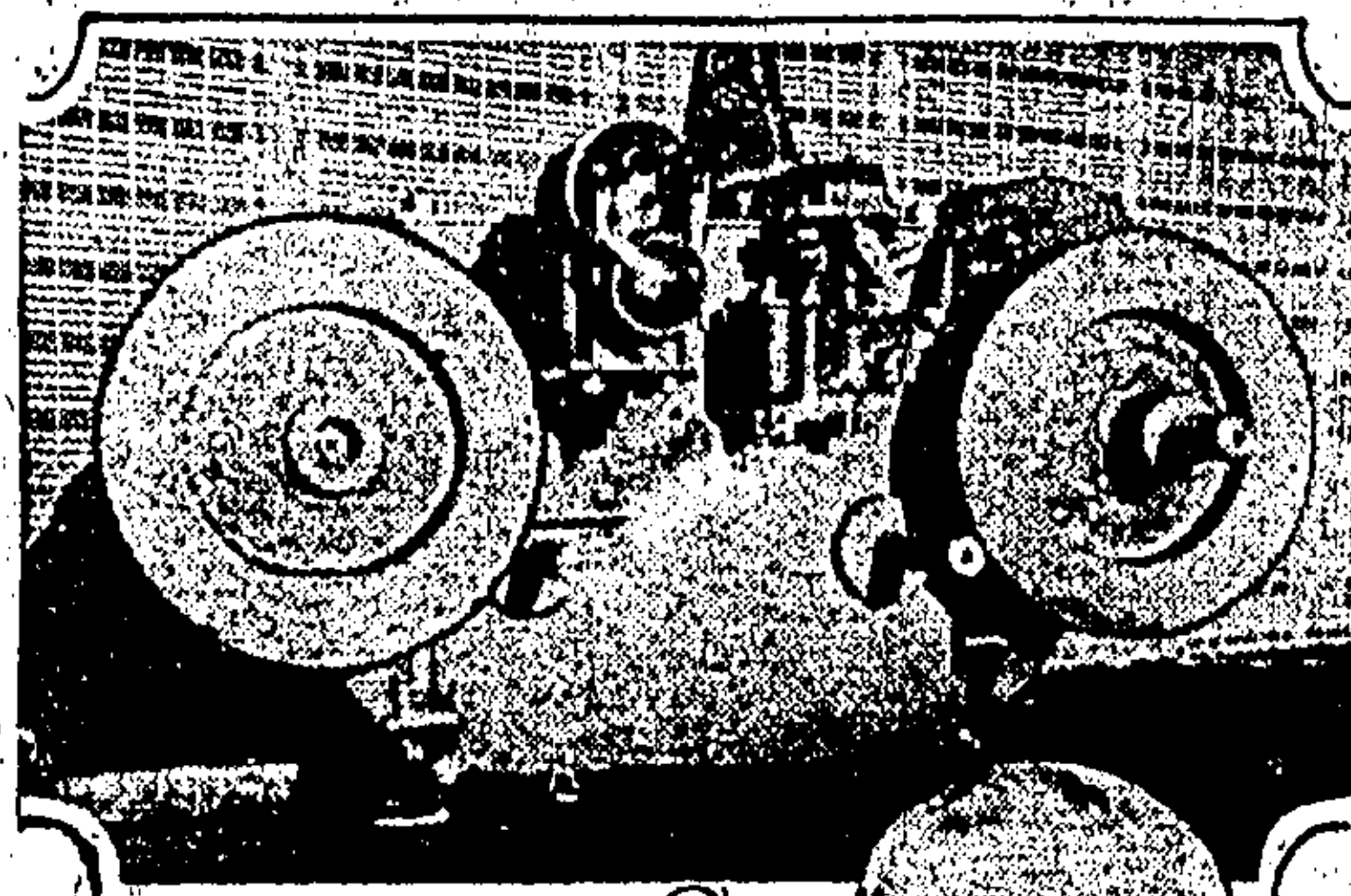
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H. A. Johnston of Redlands, Calif., and (above) his double-piston engine.

Redlands, Calif., Sept. 21.—A double cylinder engine, with two pistons in each cylinder, is the invention of H. A. Johnston of Redlands.

The unique feature of this invention is its design so that two pistons oppose each other in the same cylinder, and the explosive gas operates on them in two directions. This is the product of about thirty years of thought in this direction.

Johnston is a pioneer engine builder. He made the first Peerless engine, he says, designed most of the motors used on Puget Sound, designed the carburetor for the machines now used on many ocean liners, invented a garden tractor and has scores of other mechanical patents to his credit.

The double-piston engine that Johnston has built and is now operating in his little shop here is being run on gas, but can be operated on any motor fuel, he says.

Has Fewer Parts. Because of the opposing pistons, there is no cylinder head. All the explosive force of the fuel is spent on moving parts, and isn't absorbed in a heavy foundation or a stationary head. No high pressure gaskets are necessary.

First glance at the engine reveals that it has two flywheels, rotating in opposite directions. Each is mounted on the end of a crankshaft. These crankshafts are operated by the opposing pistons and, though separated from each other by the length of the engine, are mechanically connected so that the flywheels and pistons are always in perfect time.

From the side opposite the flywheels two power shafts protrude. These also rotate in opposite directions but are geared much lower than the crankshafts. Johnston points out that, for use as a power

plant in a truck, there would be no need of a reverse transmission. Either of the shafts could be engaged or disengaged to produce opposite impulses.

Lists Seven Advantages. According to Johnston, the advantages to be derived from his double-piston engine are:

1. No vibration.
2. Utilization of all the explosive force.
3. Engine balanced at all speeds.
4. Double the power per unit of gas.
5. No oil pump, oil holes, oil pipes or conveyors.
6. No bronze or babbitt bearings.
7. No high pressure gaskets.

Johnston is planning a three-cylinder engine with six pistons, embodying the two-piston idea in each cylinder, but without flywheels. Gyroscopic action is gained by the movement in opposite directions, says the inventor, so that flywheels will be necessary.

Brake tests of the two-cylinder model have shown that at 600 revolutions a minute, 35 actual horsepower was registered. This is considered quite good for a two-cylinder motor of this size.

Lubrication is automatic. The internal mechanical operation includes lifting the oil to all moving parts, keeping them flooded and so making oil pumping unnecessary. When oil gets to a certain low level the engine is stopped automatically, and it cannot be started until the oil supply is replenished.

BIG ROAD PLAN.

New Jersey contemplated spending more than \$40,000,000 on its roads this year, according to the state highway commission.

PROGRESSIVE ISLANDS.

The Philippine Islands, one of the smallest possessions of the United States, has a motor vehicle registration of more than 28,425.

THE ARDS RACE.

Baby Cars Do Well.

TITANIC STRUGGLE.

Whilst, naturally, the result of the Royal Automobile Club's Tourist Trophy Race recently held on the Ards Circuit, near Belfast, is a matter of some disappointment at the loss, temporarily, of the famous Trophy, the very greatest admiration is evoked at the tremendous effort of the winning driver and his car in securing for his country the honours of the event.

Possibly, however, nothing has caused such astonishment as the extraordinarily plucky and tenacious performance of the wonderful Austin "Sevens" and national pride in the success of two of these little cars in securing third and fourth positions after a run at the amazing average speed of approximately 60 miles per hour is abundantly justified. By virtue of their amazing speed for such tiny engines, they held the lead in the race until within about five laps of the end, but even when the lead was lost they doggedly fought out the battle, yielding ground only to the two winning cars and coming through the race with flying colours and after a performance of reliability which was unequalled.

Driven by Messrs. A. Frazer Nash and S. Holbrook, they crossed the finishing line only six and four minutes respectively after the winners, less than a minute separating the two gallant "Babies." As one account of the race mentions, the announcement that "the lap record has again been broken in Class H" (in which Class the Austins appeared) became almost monotonous, and their bulldog tenacity completely won the hearts of the spectators. Boisterous applause greeted the two Austin drivers at the conclusion of the Race, for these two had shown the world the amazing fact that the smallest British-made car had once again essayed a task which might be supposed to be completely outside its scope, and had succeeded not only in passing a test of the severest possible nature but, in so doing, had finished well to the fore and had demonstrated in a most convincing manner the quality and reliability of British Automobile design and construction.

The weather, bright sunny periods alternating with extremely heavy and localized downpours which converted the roads temporarily almost into rivers, made the conditions additionally severe, but against them the Austin Super-charged machines fought on to add fresh laurels to their already wonderful achievements.

\$2,100

WILL BUY A FIVE SEATER
CAR OF HANDSOME BUILD
AND UNQUESTIONABLE PERFORMANCE—A CAR YOU
WILL BE PROUD TO OWN FOR
ITS DIGNITY OF APPEARANCE
—AND GLAD TO OWN FOR
THE SAKE OF ECONOMY.
AND THAT CAR IS THE

PONTIAC

IT IS BUILT BY THE FAMOUS
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GENERAL MOTORS

THE GREATST MOTOR CAR
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THE IDEAL CAR FOR HONGKONG.

ASK FOR OUR

SPECIAL PAYMENT TERMS

WHERE BY EITHER PONTIAC OR
OAK AND CARS MAY BE EASILY
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Tel. C. 4567 or C. 3193.

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The Best of Everything



VOLTS	AMPS CAPACITY AT 10 HOURS DISCHARGE	TYPE	CASE	1. DIMENSION IN INCHES	2. PRICE EACH	GROUP NO.
6	12	LJW7E	MILAM	4 1/2 x 3 1/2 x 5 1/2	HK \$14.00 CYC	
6	21	LK7E	EBONITE	7 1/2 x 5 1/2 x 5 1/2	16.00	
6	40	LP7E	MILAM	7 1/2 x 5 1/2 x 8 1/2	22.00	
6	62	STW9E	"	7 1/2 x 6 1/2 x 8 1/2	27.00	1
6	63	STW11E	"	7 1/2 x 6 1/2 x 9 1/2	28.00	2
6	75	STW12E	"	9 1/2 x 6 1/2 x 9 1/2	28.00	3
6	72	SX9NE	"	10 1/2 x 6 1/2 x 9 1/2	30.00	4
12	54	STW9A	"	13 1/2 x 6 1/2 x 9 1/2	50.00	5
12	63	STW11A	"	13 1/2 x 6 1/2 x 9 1/2	55.00	6
12	110	GNT (2 Crates)	WOOD	14 1/2 x 10 1/2 x 18	120.00	7

Group No.

1. Austin.
2. Morris Minor.
3. Chevrolet, Ford, Essex, Overland, Buick six, Erskine, Stude L-6, etc.
4. Stude. Special Six, Buick 6, Chrysler, Nap. Nash 6, Hudson, etc.
5. Armstrong-Siddeley, Hillman, Arrol-Johnston etc.
6. Armstrong-Siddeley, Morris Oxford, Cowley & Commercial, etc.
7. Vulcan Buses.

Cyc. A.J.S. B.V.A. Harley-Davidson (Solo & Combination), Indian, etc.

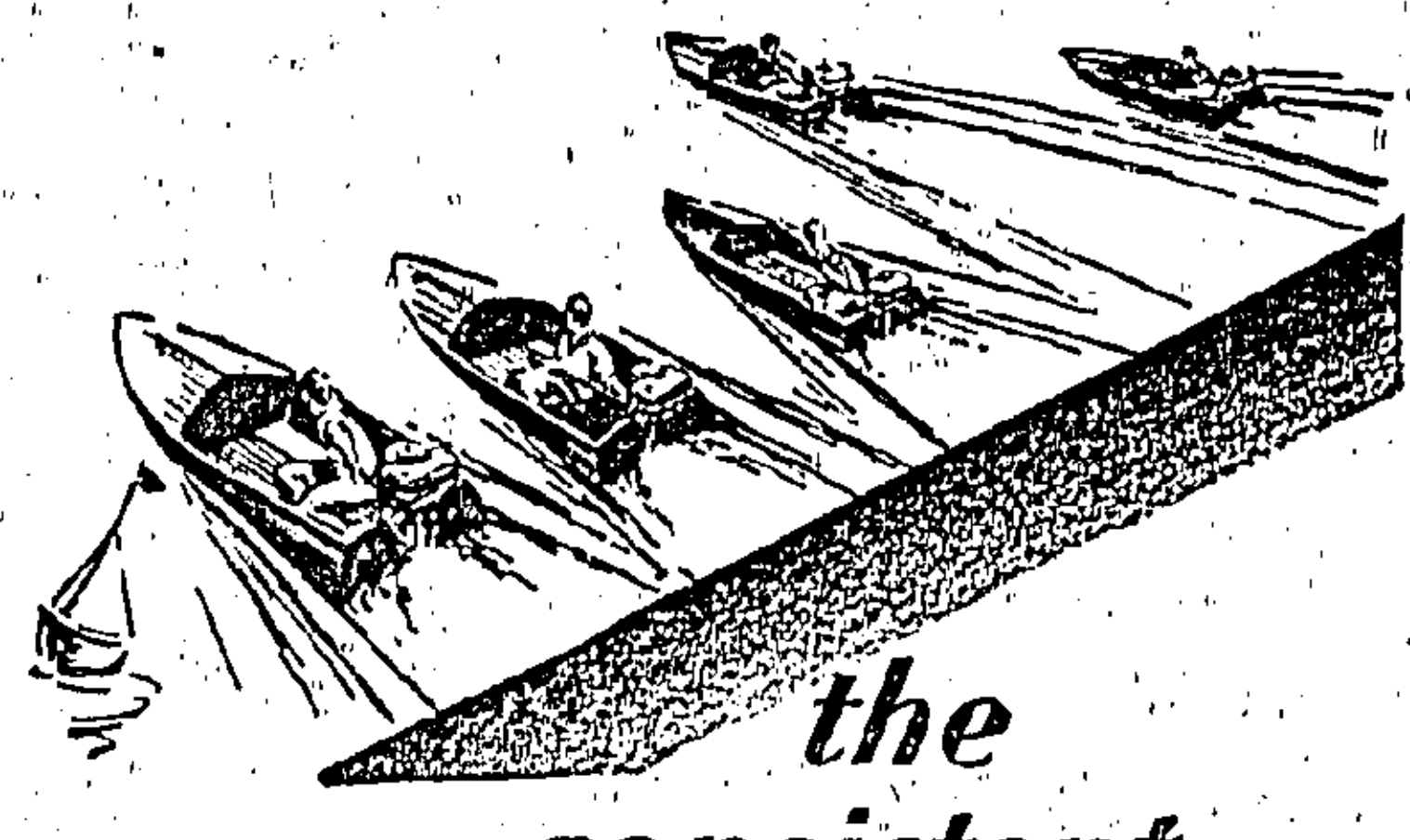
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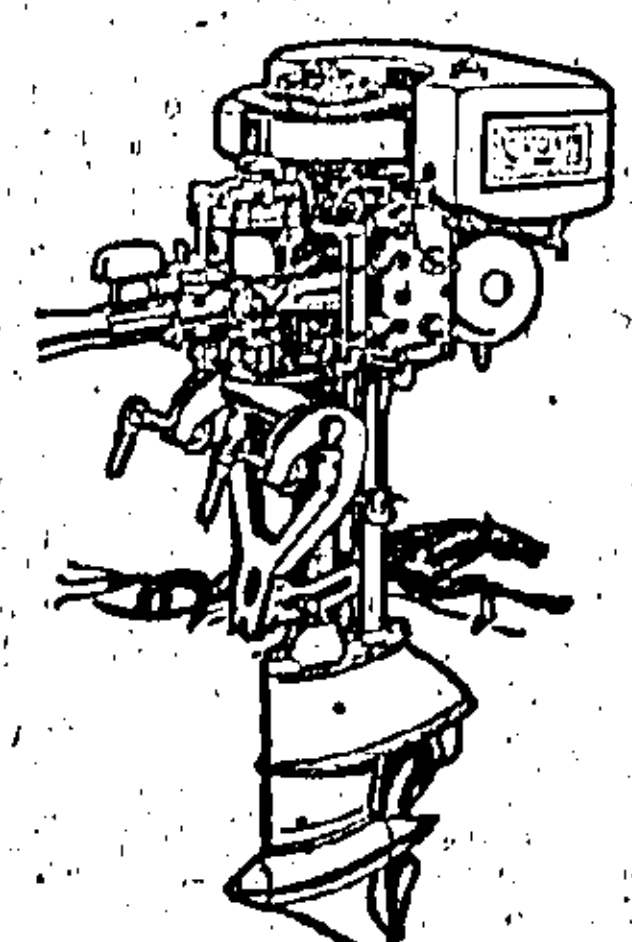
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RACE after race—in speed trials and test runs—the new Johnson Sea Horse is a consistent winner. New records are being made all over the country by the Sea Horses.

These consistent victories prove that Johnson speed-power and dependability are inherent. Together with the new Release Charger—providing certainty and ease of automobile starting—the New Underwater Exhaust—bringing quiet operation—and many other Johnson improvements. Let us take you for a ride with a Sea Horse.

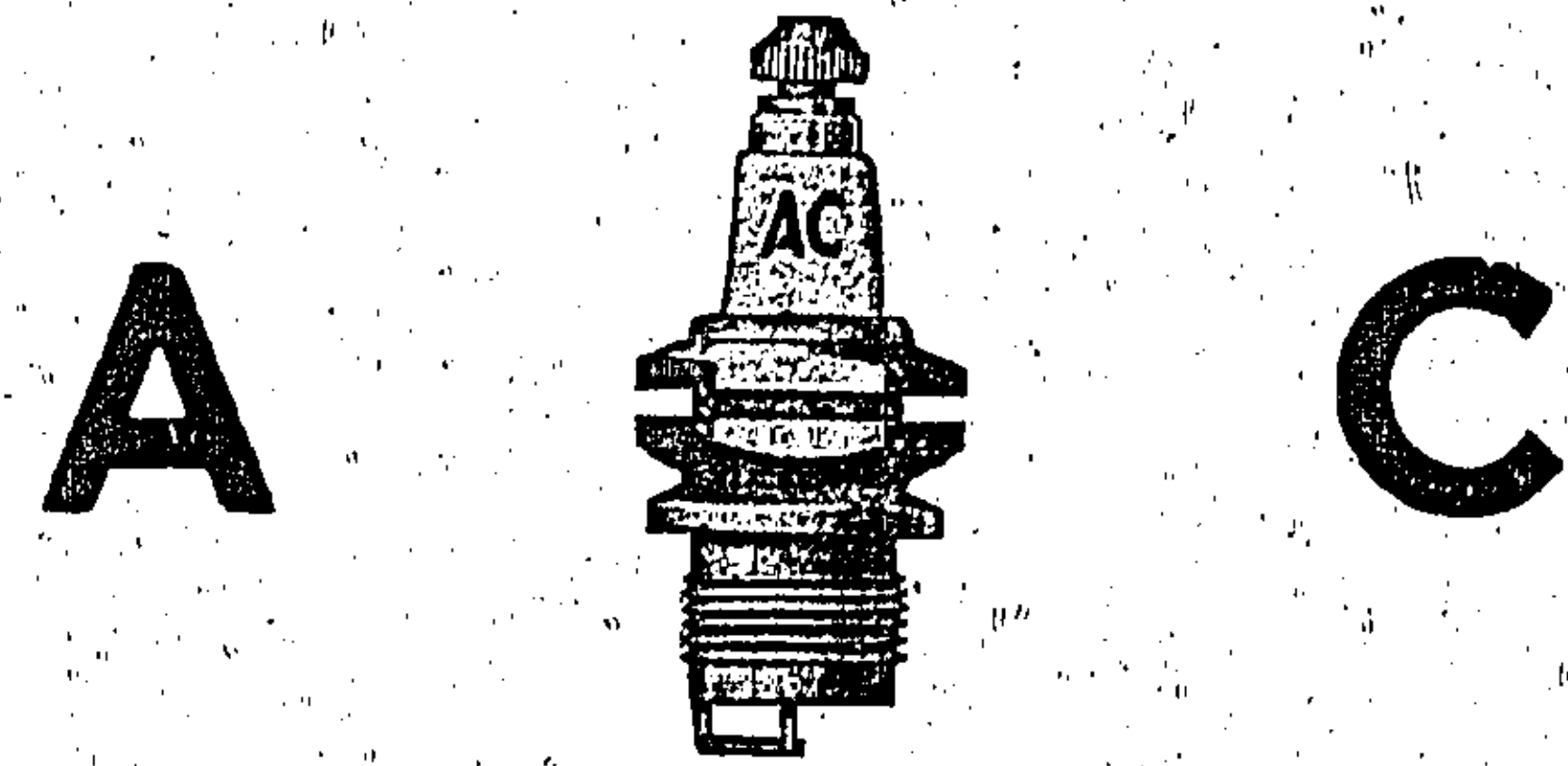


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Johnson
Outboard Motors

THE STANDARD SPARK PLUG OF THE WORLD.



A Positive Spark Insures Instant Starting, Swift Pick-up. Brilliant Performance.



An Uncertain Spark Causes
Hard Starting Slow Pick-up
Loss of Power.

MILLIONS of users say there are just two kinds of spark plugs—AC's and the other kind.

AC's are known as the better spark plugs because of their patented one-piece gas-tight construction and welded side electrode. AC quality in design and construction insures easy starting, fast pick-up, brilliant performance.

Here is the evidence: AC Spark Plugs are endorsed by the world's leading engineers and used as standard equipment on most of the world's leading makes of cars.

Prove it for yourself, put in a new set of AC's after a season's driving or 10 000 miles. Ask our dealer, The Hong Kong Hotel Garage, for AC Spark Plugs, proved, by every test, standard of the world.

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EMPIRE'S BIGGEST BUILDING.

SETTING FOR THE BRITISH INDUSTRIES FAIR.

SIX "TALKY" LIFTS.

(From a London Correspondent.)

A battery of six high-speed "talky" lifts, announcing the different floors automatically; 36 staircases and escapes; flood-lighting for the front of the building and advertisement letters six foot high in stainless steel—these are some striking features of the new £500,000 building at Olympia, London, two floors of which are to be ready in time for the British Industries Fair next February.

Although there will be two floors still to complete, the whole front of the building will be finished for the forthcoming fair. It is 330 feet long and will completely dwarf the existing Olympia buildings.

Prejudice against exhibitions on upper floors has had to be overcome. The building has been made "super-safe," to use the words of the architect, Mr. Joseph Emberton, A.R.I.B.A. The steel in it amounts to 6,500 tons all of which has been erected in three months—five times the average speed of steel construction in London.

Wide Steel Spans.

But strength has had to be combined with wide spans so as to keep the floors as free as possible from encumbrances. Some of the girders weighing 22 tons each and some of the columns carry 1,500 tons, the spans being over 50 feet.

With the unusual number of staircases and escapes, each emergency stair serving only one floor, it will be possible to clear the entire building, with 3,600 people on each of the four floors, in two minutes.

The "talky" lifts, announcing what is to be seen on each floor as they go up and down, will be opened and closed at each floor by one man sitting in a glass control box. Between them the lifts will be capable of transporting 500 people at the rate of 350 feet per minute. There will be two goods lifts besides, with room for the largest motor cars.

Exhibition Area.

Each floor provides an exhibition area of about 60,000 square feet, bringing the total at Olympia, including the old buildings, up to nearly 600,000 square feet. In cubic content the new building by itself, it is stated, will be the largest building in the Empire and it will also be the most up-to-date exhibition building in the world.

The stands will be 11 feet high and the long horizontal windows will come above that. These windows will run the full length of each floor, broken in the middle only by a big vertical window which will light the well around which the floors are built and limited at each end by the arrangement of staircases.

The long windows make the building horizontal in form, which the architect maintains is more reposeful than the vertical lines of the new Regent Street.

There is no cornice or ornament of any kind, but along the whole front will run, above the ground floor entrance, a canopy of reconstructed stone—the material for the whole facing of the building—with a projection of 10 feet, increasing to 14 feet over the doorways. This will give protection from the weather and at the same time carry the lamps for flood-lighting the whole front of the building above the canopy.

Unique Feature.

This is believed to be the first time that a permanent building has been designed with the deliberate object of flood-lighting it. The necessity, too, of giving a building a new interest for each exhibition—for subsequent motor shows and other trade exhibitions will use the premises—has been thought of, for space is provided for posters and advertisement lettering in stainless steel. "British Industries Fair" will be emblazoned there in six-foot letters without destroying the design of the building. Surrounding the building, and probably also in stainless steel, there will be some simple statuary symbolic of the British Industries for the display of whose products the new building will be principally used.

The 46th Annual Bazaar in aid of funds for the Society of St. Vincent de Paul will take place on December 8. The Motor Car Draw is now ready and tickets can be had from Mr. Arthur A. Alves, c/o Union Insurance Society of Canton, Ltd., Fire Dept., The Clover Shop, Sayce & Co., Anderson Music Co., The Brunswick House, Grace & Co., and The Republic Motor Co., Ltd. Mr. H. Dixon has been re-elected President of the Bazaar Committee.

DEVELOPMENT CO. MEETING.

ONLY FOUR SHAREHOLDERS PRESENT YESTERDAY.

AN ADJOURNMENT.

Owing to the fact that only four shareholders attended the meeting of the Hongkong Development, Building and Saving Society, Ltd., at the City Hall yesterday afternoon, and nobody would second the adoption of the liquidators' report and statement of accounts, the meeting had to be adjourned. Addressing those present, Mr. J. Hennessy Seth, who presided, said:

"It was with great reluctance that the liquidators felt compelled to make a second call of \$3 per share on all shares of the Company, but this was unavoidable as a perusal of the receipts and payments will show. The response to the first call, over a period of nearly three years, resulted in the liquidators receiving approximately \$82,000—which is just over 16 per cent. of the total call of \$500,000, and the legal expenses incurred in collecting the \$82,000 have been heavy."

"This is due entirely to the fact that contributors have not yet realised that the creditors must be paid in full so long as there are assets with which to pay them, and I would again impress on you to pay the call as early as possible. I may add that although the date of payment is the 10th of November, 1929, we shall be pleased to accept payment before that date."

All Securities Realised.

"Since sending out the Statement of Accounts, we have arranged with the Netherlands Trading Society to waive all further interest from October 1, and I am pleased to announce that the Banque de l'Indo-China have agreed to allow the liquidators to deposit money with them free of any lien and allow 6 per cent. interest as against a charge of 8 per cent. on the overdraft. I would urge all contributors to forward remittances in settlement of their calls early in order that we may take advantage of this concession."

"With the exception of one house in Prince's Terrace and a house at Fanling, mortgaged to the Company, all securities have been realised, and the amount due by debtors is unsecured."

"In conclusion I should like to state that while we have estimated the second call will be sufficient, it depends entirely on what we collect whether a further call is made or not."

"I will now propose that the report and accounts of the Liquidators as presented be adopted, and after this has been duly seconded I shall be pleased to answer the questions which will be asked by Dr. A. & du Souza or any other questions to the best of my ability."

The Report.

"The Liquidators' Report and Statement of Account read in part as follows:

"The response to the first call has been very disappointing. Out of the call of \$500,000, only approximately \$80,000 has been received over a period of nearly three years. As the creditors are entitled to be paid their claims in full as early as possible so long as there are assets, the liquidators have regretfully come to the conclusion that a further call of \$3 per share is unavoidable."

"To remove any doubts in the minds of contributors and to avoid unnecessary delay, application was made to the Court and directions obtained on the 4th instant that the liquidators are entitled to make a call of \$3 per share, notwithstanding Article 19 of the Memorandum and Articles of Association. Owing to the difficulty in collecting the call a large sum has been expended on legal expenses, and it is hoped that this call will be paid by the majority of the shareholders, without recourse to legal action. Shareholders must make up their minds that the creditors must be paid, and the sooner this is accomplished the better it will be for everybody concerned."

Second Dividend.

"The liquidators delayed making the second call in the hope that the burden on the contributors who paid their first call would be eased by calls being collected from the majority of the contributors, but having exhausted all means at their disposal for collecting the first call, the have now been compelled to make a second call, and trust no further calls will be necessary."

"During the year ended July 31, 1929, a second dividend of 10 per cent. was paid to creditors making to date, 40 per cent."

"In April, 1928, the liquidators applied to the Banque de l'Indo-China to waive any further charge for interest, but unfortunately they could not see their way to give an unconditional consent, but agreed to waive all further interest on their loan, provided such

THIS AFTERNOON'S RACING.

SOME EXCELLENT SPORT EXPECTED.

[By "Ringtail."]

There is every prospect of further attractive sport at this afternoon's race meeting of the Hongkong Jockey Club at Happy Valley. The first race will commence at 2 p.m.

There are eight races on the programme, of which six are handicap events, and with the final contest for the Aggregate Stakes, this afternoon's offering should be up to the standard of anything we have had in the past. My selections are:

1st Race.

1. Monterey Bay.
2. Young Pretender.
3. Duke of Chantilly.

2nd Race.

1. Zephyr.
2. Sunshipe.
3. Ptarmigan.

3rd Race.

1. King's Falloch.
2. Nara Stag.
3. Szatmar.

4th Race.

1. Chesapeake Bay.
2. Christmas Chimes.
3. Winsome Stag.

5th Race.

1. San Francisco.
2. Glory.
3. Duke of Melrose.

6th Race.

1. Erstwhile.
2. Lock Ash.
3. Cream Cracker.

7th Race.

1. One Third or Fifty Fifty.
2. Hiawatha.
3. Triumphant Stag.

8th Race.

1. Kom Tong Hall.
2. Cavalier.
3. Mountain Air.

FLETA'S RECITAL.

ONLY ONE APPEARANCE IN HONGKONG.

Miguel Fleta, world-famous Spanish tenor, who will appear in one recital at the Theatre Royal on October 29, always feels his part when he sings. He never selects his audience, and he has the same enthusiasm when he appears in a small city as when he performs before a crowded audience. He is not merely a singer—he is a great artist, undoubtedly the greatest that has ever toured the Far East. Twelve capacity audiences in the Philippines have testified to his remarkable popularity with music enthusiasts. Fleta's repertoire is unlimited. He sings in Italian in the operas, Turandot, Tosca, Africana, La Rondine, Bohème, Rigoletto, Aida, Favorita, Pagliacci, Cavalleria Rusticana, Lucia and Lohengrin, in French the operas, Carmen and Manon, and in Spanish the operas, Marina and La Dolores.

Returning to Spain after three triumphal seasons with the Metropolitan Grand Opera Company, New York, Fleta found himself a national hero. His countrymen, jealous of his successes elsewhere, refused to part with him, and the great artist's present tour of the Orient has only been made possible by the indefatigable efforts of Impresario Strok.

No one can afford to miss hearing the great tenor. He is the last of A. Strok's celebrity musical presentations for this year.

loan was repaid in full by the 29th April, 1929. There was no option but to acquiesce in this arrangement, and the liquidators hoped that, even if they were unable to repay them in full, they would so substantially reduce the amount due to them that they would be induced to waive further interest without conditions. Unfortunately the amount collected from the call was so small that the liquidators were unable to appreciably reduce their claim, and although they paid them a dividend in common with other creditors, the charge for interest practically nullified the payment made to them, and their account remains substantially the same.

"It is with regret that we have come to the conclusion that creditors will have to be paid out of calls made on contributors, as we see no possibility of collecting substantial amounts from debtors in the near future, if at all."

"In conclusion we again earnestly request all contributors to assist us by paying their call with as little delay as possible, as interest is being charged on the overdrafts, and this amounts to a substantial monthly sum."

GARRISON SCHOOL ACTIVITIES.

INTERESTING REPORT ON GUN CLUB HILL BRANCH.

SPLENDID PROGRESS.

An interesting report on the Garrison School, Gun Club Hill, was presented at the annual prize distribution of the Army Schools yesterday, this being for the year ended October 31st, 1929. The report was as follows:

This is the first annual report which has been read on this school, as a Garrison School, for many years now. Closed during the period of the Great War, it was subsequently rented by the Colonial Government. The Army found it necessary to take over the building again in February of this year, as a result of the arrival of an additional battalion, the 1st Battalion, Somerset Light Infantry, with its married families.

The school is intended to cater for children of parents living on the Kowloon side of the Colony. The majority of the children belong to the Somerset Light Infantry, but practically all units in the Command are represented. Several Army children who previously attended this school when it was the Kowloon Junior British School remained here and the children of the Dockyard parents residing from the Garden Road school. It was originally intended that the Stonecutters' children should also attend this school but limitations of accommodation prevented this. The numbers of children on the school books at present are: Army children 69, Pensioners 4, Naval Dockyard 8.

The opening of a new school is always beset with many difficulties. The first difficulty which arose in connexion with this school was the late arrival of the staff. It became necessary to temporarily transfer Queen's Army School-mistresses Mrs. Spencer and Mrs. Hooford from the Garden Road school. These two mistresses were ably assisted by an acting school-mistress, Mrs. Trumper. The excellent organisation has been maintained by the present staff, Queen's Army School-mistresses Miss Adams, Miss Mudd, Miss Lalls and Miss Hibberd. It is worthy of note that all units and parents have loyally co-operated to make the institution a success.

From the beginning, there has been a wonderful esprit de corps among the children and staff, and the work of both has been so keen that it has been difficult to decide whether to distribute the prizes to the schoolmistresses or the children and, in the case of the latter, to decide which children are the most deserving of prizes. Actually the prizes have been awarded purely on competitive grounds, that is, on the results of the annual examinations.

The children have had the advantage of a bright school with good surrounding and the constant interest of Officers Commanding Units and of the parents. The school is now in smooth working order and it is hoped that the general good tone, discipline and progress will continue.

Keen interest was taken both by the staff and children in the bathing facilities offered at Tai Wan beach and the subsequent swimming sports. Although the school did not hold its own against the older school in Hongkong at the swimming sports, it is hoped that next year the children will be able to give a much better account of themselves against their friendly rivals. Many of the children are members of the Boy Scout and Girl Guide organisations.

The reports of the schools of the Inspecting Officer were most satisfactory and great credit for this is due to the schoolmistresses in charge.

The prizes to-day have been made possible owing to the generous contributions received from officers, units, messes and clubs, from H.M. Naval Dockyard officials and from the parents of civilian children attending the school. In addition, the Hongkong Board of Education and the individual members of the Hongkong Chamber of Commerce have subscribed to the Prize Fund in their customary generous manner.

BRITAIN'S TAXES.**NOT MUCH PROSPECT OF REDUCTION.**

London, Oct. 25. In a speech he made last night, the Chancellor of the Exchequer, Mr. Philip Snowden, held that there was not much prospect of reducing taxation in the next Budget.—British Wireless.

The following is the draw for the Kowloon Football Club tennis championship. First round—Pencilly v. Pilo; F.A. White v. Randol; Guest v. Spary; Mottram v. Chubb; Frost v. Jackson. Second round—Easterbrook v. Major White; Sapsed v. Hedley; Pilgrim v. Gregory; Simpson; Rankin v. Skip; Elias v. Baldwin.

The Very Idea!

The wife of an American business man living near New York had an admirer in that city who wished to present her with a new coat. Feeling that the husband might take a narrow-minded view of the situation a stratagem was devised. The coat was bought and pawned, and the wife presented the pawn ticket to her husband with the remark: "Look what I picked up in the street to-day. We can never tell whom it belonged to, so why shouldn't we use it ourselves."

The husband agreed that they were justified in keeping the ticket, and took it with him to New York, anxious to find out what the pawned article was. He returned that evening and presented his wife with a pair of candlesticks. A few days later the wife saw the coat. It was on her husband's typist.

I am glad to be alive, because it is such fun.—Miss May Edginton.

All through life it is a matter of choosing the lesser of two evils.—Mr. Hilaire Belloc.

Refuse to mould a child just as you would refuse to paint a lily.—Mr. A. S. Neill.

Children do not always draw a man and woman closer; sometimes they come between them.—Mrs. Ethel Mannin.

When men make a great deal of money, they become dissatisfied with continuing to do the useful things they were doing, and want to get into something they know nothing about.—Mr. Henry Ford.

"Hallo, old boy," Jones exclaimed to his friend Brown, "How did you enjoy your Continental holiday?"

"Oh—topping, thanks," Brown replied, "and we liked Ostend the best—the Eiffel Tower was marvellous!"

"What? But, my dear man, the Eiffel Tower's in Paris!"

"Paris, is it? Oh, well, I reckon we must have turned over two pages of the guide book at once!"

Woman at Thames Court: When I told my lodger I should take proceedings to have her evicted she said I had no local standby. (Lucy stands.)

Wife at Tottenham: When my husband came home he produced a bottle of beer, and as he drank from it he said, "This is the company I like to keep."

Debtor at Shoreditch County Court: I wrote to the plaintiff asking him to give me consideration, and the consideration was this summons.

Witness at Willesden: He borrowed 1s. from me to stand him a drink.

Witness at Highgate: I can ask you a civil answer.

He: I say, I wish you wouldn't call me Mr. Jenkins.
She (cooly): Why don't you wish me to call you Mr. Jenkins?
He: Because my name's Robinson.

(Dainty confessions are gradually replacing the more solid vanities of Old-England, we are told.)

The old hall gleamed, and our faces beamed,
And the baron was giving good cheer,
For his eldest son was twenty-one

And the height of the feast drew near.

The rafter shook as we cried "The cook!"

And loudly his praises sang.
For the choice eclairs and glace pears
And an exquisite pink meringue.

Then we gaily quaffed to his glorious craft
And his British heart and soul
That had crowned the night
with its chief delight—
A wonderful new Swiss roll.

Husband: "My dear, one night when you were away I heard a burglar, and you should have seen me go down the stairs three steps at a time."

Wife: "Why, where was he—on the roof?"

EXCHANGE RATES.

	London, Oct. 26.
Paris	123.86
Brussels	84.87
Amsterdam	12.10
Berlin	20.89 1/2
Copenhagen	18.20 1/2
Oslo	34.42
Vienna	104.14
Helsingfors	103.4
Lisbon	81.94
Bucharest	2.24
Shanghai	1/11 17/32
Yokohama	147.15/16
New York	25.17 1/2
Genoa	53.09 1/2
Milan	18.15 1/2
Stockholm	18.20 1/2
Oslo	104.4
Madrid	84.14
Rio	5.7
Bombay	1/5 13/16
Hong Kong	1/8 1/2
Silver (spot)	23.5/16
Silver (forward)	23.5/16

—British Wireless.

TO OUR VALUED CLIENTELE—

In spite of the possibility of a further decline in the Dollar Value, our financial arrangements for the Season preclude the necessity of raising prices.

When our present stocks are exhausted it will be impossible to replace at the Prices Marked To-day. This applies particularly to proprietary lines such as—"Beetive" and "Keltio" Shoes, Glyn's Hats, "Jaeger" Wear etc.

To ensure your taking advantage of receiving the benefit of our foresight, we advise an early visit.

Complete Stocks of Autumn and Winter Goods now showing.

Wm. POWELL, Ltd.

10, Ice House Street.

**HAS JUST**

received a new shipment.

from Paris

Afternoon Gowns from - - \$20.

Evening Gowns from - - - \$30.

It matters little whether you select shoes by chance or by choice if the shoe you get bears the name

GORDON'S

You can depend on them for style; first, last, and always—and for quality as well—

GORDON'S

Ladies' Footwear Specialists.

TEL. C. 4052.

THEATRE ROYAL

SPECIAL ANNOUNCEMENT

TO-NIGHT! TO-NIGHT!!**THE WARWICK REVUE COMPANY****AIRY NOTHINGS**

"JUST FOR FUN"

Plans at Moutrie's till 5 p.m. from 8 p.m. at the Theatre.
POPULAR PRICES: \$3.00, \$2.00 & \$1.00.
BOOK BEFORE YOUR SLEEP! DO IT NOW.

TO-DAY ONLY. at 2.30, 5.20, 7.15 and 9.15**"The SHIELD of HONOUR"**

Featuring

NEIL HAMILTON, RALPH LEWIS,

will Dorothy Gulliver, Claire MacDowell.

An epic tale of the every-day hero in times of peace—The policeman.

AT THE MAJESTIC

NATHAN ROAD KOWLOON.

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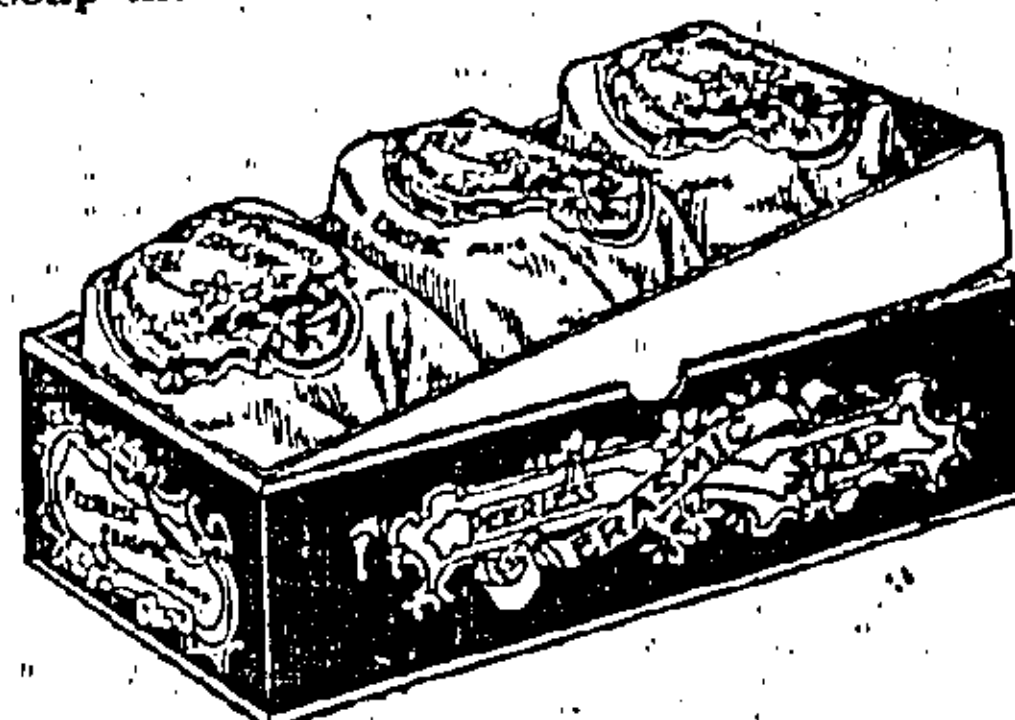
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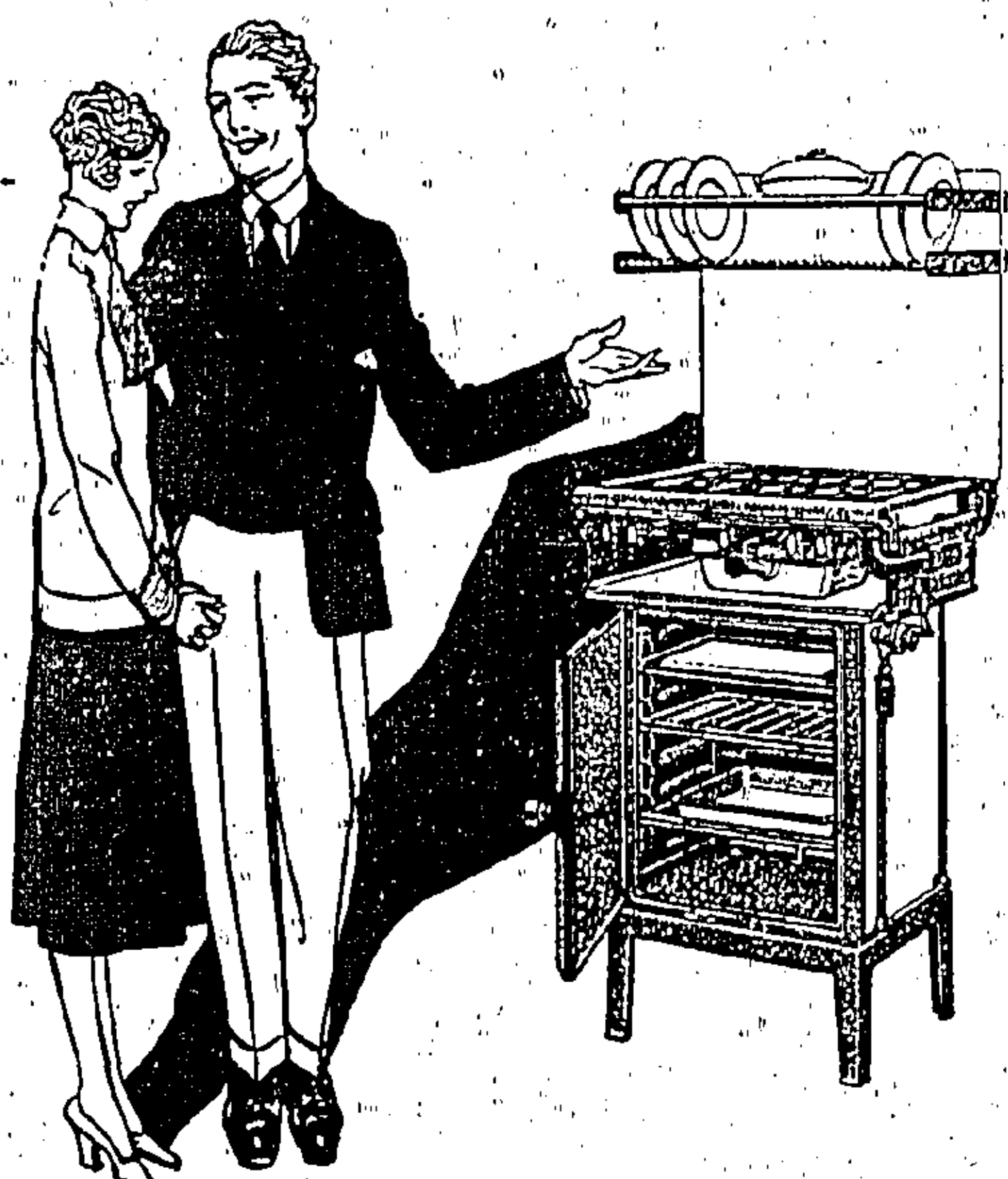


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GOLFERS FOREGATHER FOR THE SHEK-O CHAMPIONSHIP.



This group was taken last Sunday, on the occasion of the playing off of the Shek-O golf championship. Mr. F. S. Harrison, seen seated in centre of group, won the title. (Photo: Ming Yuen Studio).

SHANGHAI TRIAL.

INTERPORTERS' HAD SHOW- ING AGAINST THE REST.

The second interport trial match, which took place on the S.C.C. ground, did not turn out as satisfactory as enthusiasts would have wished, for none of the players selected to take part in the coming matches in Hongkong early next month, revealed anything like their true form. Indeed, the eleven representing the Rest of Shanghai, won the match in very easy fashion, only four of their wickets having fallen when they exceeded the poor total of 69 previously obtained by the Interporters, and the only bright feature of the match was the fine batting display by Lieut. Clowes for the Rest.

Scores:

Interport XI.

M. J. Divecha, run out	11
O. G. Simpson, c Rogerson, b Mansel-Smith	7
L. F. Stokes, b Rogerson	7
F. E. T. Marshall, c Barson, b Rogerson	0
D. W. Leach, b Mansel-Smith	7
P. Madar, b Mansel-Smith	4
C. H. Howard, run out	11
H. E. Orr, b Scott	18
T. Madar, run out	11
T. W. R. Wilson, not out	3
E. G. Barnes, b Scott	3
Extras	3

Total

Bowling Analysis.

	O.	M.	R.	W.
H. Rogerson	11	3	13	2
W. Mansel-Smith	14	4	27	3
Lieut. Clowes	5	1	13	1
C. D. Wales	4	1	9	1
Capt. Scott	3	—	5	2

Rest of Shanghai.

W. Mansel-Smith, b Wilson	0
H. Rogerson, b Leach	0
Lieut. Clowes, not out	62
A. J. Barson, c Wilson, b Leach	4
Capt. Scott, lbw. Wilson	5
W. E. Palmer, c Wilson, b Madar	22
C. Knight, c Barnes, b Stokes	2
C. D. Wales, c Marshall, b Madar	2
K. Foot, c Stokes, b Wilson	8
P. J. Wilson, b Leach	5
R. S. Elliott, c P. Madar, b Wilson	8
Extras	24

Total

Bowling Analysis.

	O.	M.	R.	W.
T. W. R. Wilson	22	4	69	4
D. W. Leach	17	5	36	3
L. F. Stokes	5	1	15	1
P. Madar	7	1	16	2

Interport XI 2nd Innings.

O. G. Simpson, c Palmer, b Knight	36
P. Madar, c Palmer, b Rogerson	4
L. F. Stokes, not out	27
H. E. Orr, st. Palmer, b Mansel-Smith	10
D. W. Leach, b Mansel-Smith	1
Extras	6

Total for 4 wickets

Bowling Analysis.

	O.	M.	R.	W.
H. Rogerson	4	—	13	1
Capt. Scott	4	—	10	—
R. S. Elliott	2	—	15	—
K. Foot	2	—	8	—
C. D. Wales	1	—	9	1
C. Knight	1	—	4	2
W. Mansel-Smith	1	—	4	2

RUGBY FOOTBALL.

TWO MATCHES ARRANGED FOR NEXT WEEK.

Two matches have been fixed for next week, both to commence at 5 p.m. sharp on the Club ground. Teams as under:
Monday, October 28th. Club v H.M.S. Derwick—Back, S. J. H. Fox; Threequarters, A. D. Coppin, I. A. Ross, V. W. L. Stanion, Ferguson; Halfbacks, I. F. Grant, J. D. A. Hutchison; Forwards, J. E. Henry, S. Dale, W. E. Fox, N. S. Lee, S. A. Gregory, Burnell, B. Sampson, V. R. Gordon.

Wednesday, October 30th. Club v The Army—Back, R. J. Grieve; Threequarters, L. Goldman, M. D. Scott, G. A. L. Plummer, H. V. Koop; Halfbacks, V. W. L. Stanion, R. M. Wood, R. P. Moodie, A. Sutcliffe, D. L. Milne Day, E. R. West, T. Riddell, W. R. Gammell, J. A. E. Kendrew, B. P. Massey.
Referee: H. L. F. Ewin.

New London (U.S.A.), Sept. 24. —The British steamer Vincennes has been captured by a United States coastguard. On board were 1000 cases of liquor.

FURTHER LOCAL ESTATES.

LETTERS OF ADMINISTRA- TION GRANTED.

Mr. James Edgar Hancock, merchant, late of Messrs. Dodwell and Company, Ltd., who died intestate on August 15, this year, at the French Hospital, left Hongkong estate to the value of \$6,100. Letters of administration to the estate have been granted to Mr. John Norrie Owen, of Messrs. Dodwell and Company, who is the attorney of Mrs. Stella Hancock, widow.

Hongkong estate to the value of \$69,700, with \$722 movable estate in Great Britain, was left by Mr. John McFarlane, retired engineer, formerly of Belmer, Skelmorlie, and afterwards of No. 45, Clincart Road, Mount Florida, Glasgow. Letters of administration have been granted to Mr. D. J. Lewis, of Messrs. Johnson, Stokes and Master, who is the attorney of Catherine, Black, niece, executrix.

Cheng Cheuk-hin, alias Cheng Hin, alias Cheng Luk, alias Cheng Hun-lun, I.O.S., late of No. 44, Russell Street, who died on August 17, this year, left Hongkong property worth \$1,000. He had been in Government service for 32 years and belonged to the Junior Clerical Service. He was awarded the I.S.O. in the King's Birthday Honours for this year. Letters of administration have been granted to the widow, Cheng Ma-mui, residing at Russell Street.

WARWICK REVUE COMPANY.

BIG HOUSE EXPECTED FOR TO-NIGHT'S SHOW.

To-night is the last opportunity for Hongkong residents to see the Warwick Revue Company at the Theatre Royal, and a big house is anticipated.

At last night's performance of "Merry-Go-Round", one of the most popular of the revues, Mr. Rex Burdall, the comedian, announced that the programme tonight will contain many special request numbers selected from the Warwick repertoire.

Mrs. Edgar Warwick, who has made many friends during her stay in Hongkong, has been producing the revues for the last few days owing to her husband's absence, and she has worked hard for the success of the shows.

Seriously injured as the result of a fall from a ladder while at work at the Green Island Cement Co. works, a mechanic named Yeung Kam-chau died at the Kowloon Hospital last night shortly after admission.

Two boatwomen yesterday rescued a woman named Lee Cheung (40), who had endeavoured to take her life by throwing herself into the water at Yaumati. The would-be suicide was removed to the Kwong Wah Hospital after the application of first-aid by the police.

NONSENSICAL STORY BY HAWKER.

MAGISTRATE SUSPICIOUS ALL THE SAME.

Describing the defendant's story as nonsensical, Mr. E. W. Hamilton sentenced a Chinese hawker, who was charged with obstruction and bribery, and who in his turn alleged that an Indian constable forced him to part up with 30 cents, to a fine of \$2 or four days imprisonment on the first charge, and \$10 or 14 days on the second, at the Central Magistracy this morning.

Inspector Evans said that in the charge room, defendant made a general charge against the police. The Police interpreter said that in answer to the charge, accused stated that the constable demanded 40 cents each from five hawkers in Queen's Road. He made no mention of the officer demanding money for curry.

The Magistrate said the defendant's story was not a sensible one, for if the Indian had asked him for money, it would have been mad of him to charge the man with bribery. At the same time he felt that something had been going on at that particular spot.

Mr. B. Robinson, of No 4, Minden Avenue, Kowloon, was yesterday morning admitted into the Government Civil Hospital, suffering from burns in both hands as the result of an accident, of which the details are not stated.



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BERLIN'S JEALOUS RIVAL.

FRANKFURT LIVING ON TRADITION.

Berliners, when you mention Frankfurt-on-the-Main, raise their eyebrows, and with a slight deprecatory laugh tell you that the town has gone to sleep.

Frankfurt is certainly envious of the unnatural growth of its rival city in the North, Berlin, and sees with growing anxiety how its bankers and business men gradually yield to the magnetism of the German capital.

At first an old-established Frankfurt firm decides to put up a branch firm in Berlin, so as to be more connected with the business of the North. Very soon the branch firm has risen to such importance that it has dwarfed the Frankfurt business. The heads of the firm settle in Berlin. Their sons are educated in the capital, and when they visit their paternal home call it "a provincial town," with the necessary scorn in their voices.

That is the unfortunate lot of Frankfurt-on-the-Main to-day. It is still living on the traditions of its Bethmanns and its Rothschilds, and attempts to hold up the old business renown. But it has a hard fight, especially as a large section of the city is entirely disinterested in all this. That portion is the old city clustered round the Cathedral.

High-Gabled Houses.

In that quarter one can walk through street after street of mediaeval houses, in which time has left no mark. Here is a high-gabled house with a beautifully-carved wooden facade. There is another tumbling out of its leaning position into the street.

Numerous houses have amusing fresco paintings, with poems or mottoes painted beneath them. Adam, the grocer, has had his house decorated with pictures of the story of "Paradise Lost." On the inn round the corner the patron Saint may to this day be seen watering the corn, which below becomes transformed into a beer barrel.

Along the narrow street there amble two lazy horses, peering out from under their large straw sun-hats. A buxom Frankfurt mother is calling out to her little son to move out of the way in the same voice as her great-grandmother called to her grandfather. In the cafe just by the Rathaus square, the youths, eagerly watching a game of chess, might be posing for an old German Fifteenth Century painting.

The mediaeval trades, too, have not altered at all in the course of the centuries. The bladder merchant, the spice merchant, the dealer in antiquities and their apprentices have still the same shops as their forefathers had.

Down on the river the elegant Frauleins are rowing and swimming. They have come down from modern Frankfurt, five minutes away. But modern Frankfurt and the old city are, as two works which nothing unites save their proximity.

LORD BIRKENHEAD'S VISIT TO AMERICA.

ELECTRICAL COMPANY DISCUSSIONS.

Among the passengers in the White Star liner Olympic, which left Southampton for New York recently, were Lord Birkenhead and Sir Laming Worthington-Evans.

Lord Birkenhead said: "I anticipate that I shall be home again in six weeks. I am visiting the United States principally in connection with the Utility Power and Light Corporation to have discussions with my American associates."

"Afterwards, with Sir Harry McGowan, I shall discuss a number of matters both in the United States and Canada regarding Imperial Chemical Industries, Ltd., of which Sir Harry is President and I am a director."

Sir Laming Worthington-Evans, who recently joined Lord Birkenhead on the Board of the Greater London and Counties Trust, Ltd., said: "I have no intention of giving up politics, but am merely taking up the business side of a very important undertaking. There is no more trouble in dealing with the financial side of a business problem than with the financial side of a political problem."

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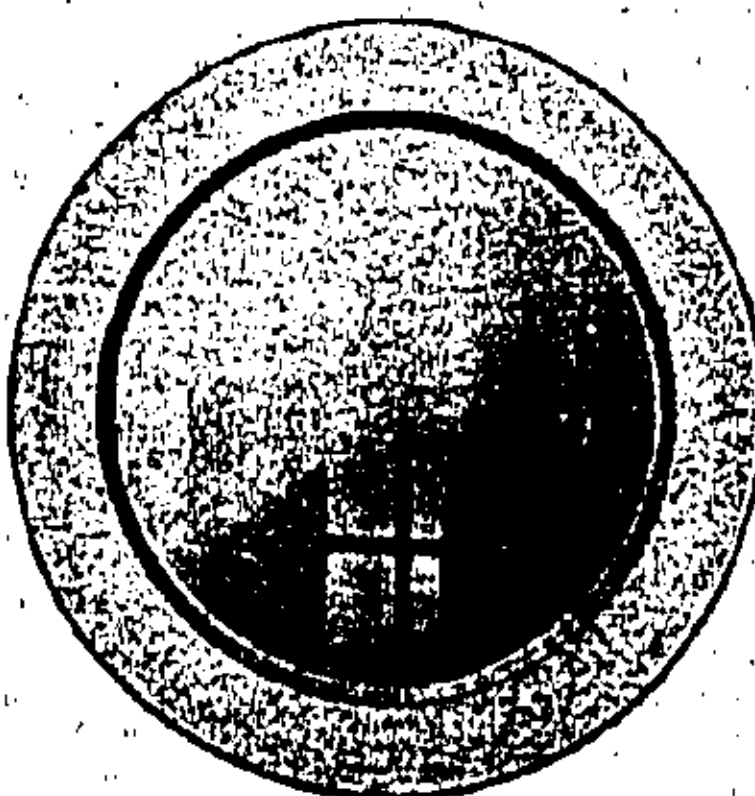


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CHOKED RIVER.

NENE STATED TO BE "MORE LIKE A DITCH."

The condition of the River Nene forms the subject of severe criticism by Dr. J. Arthur, Medical Officer of Health to Wellingborough Urban Council, in his annual report.

"The case of the River Nene," he stated, "has been before the public for the last two years, and many articles have appeared in the Press."

"The County Medical Officer has made numerous inspections, and the chief trouble was found to be due to bad management of sewage farms near the river. In addition, the river is choked with weeds and is not like a dirty, stagnant ditch, but a popular conception of a river. The use, a tributary, is not much better, and there is evidence of pollution higher up."

Mr. G. Bayes, Sanitary Inspector to Wellingborough Rural Council, states: "The Nene is a menace to the health of the whole community."

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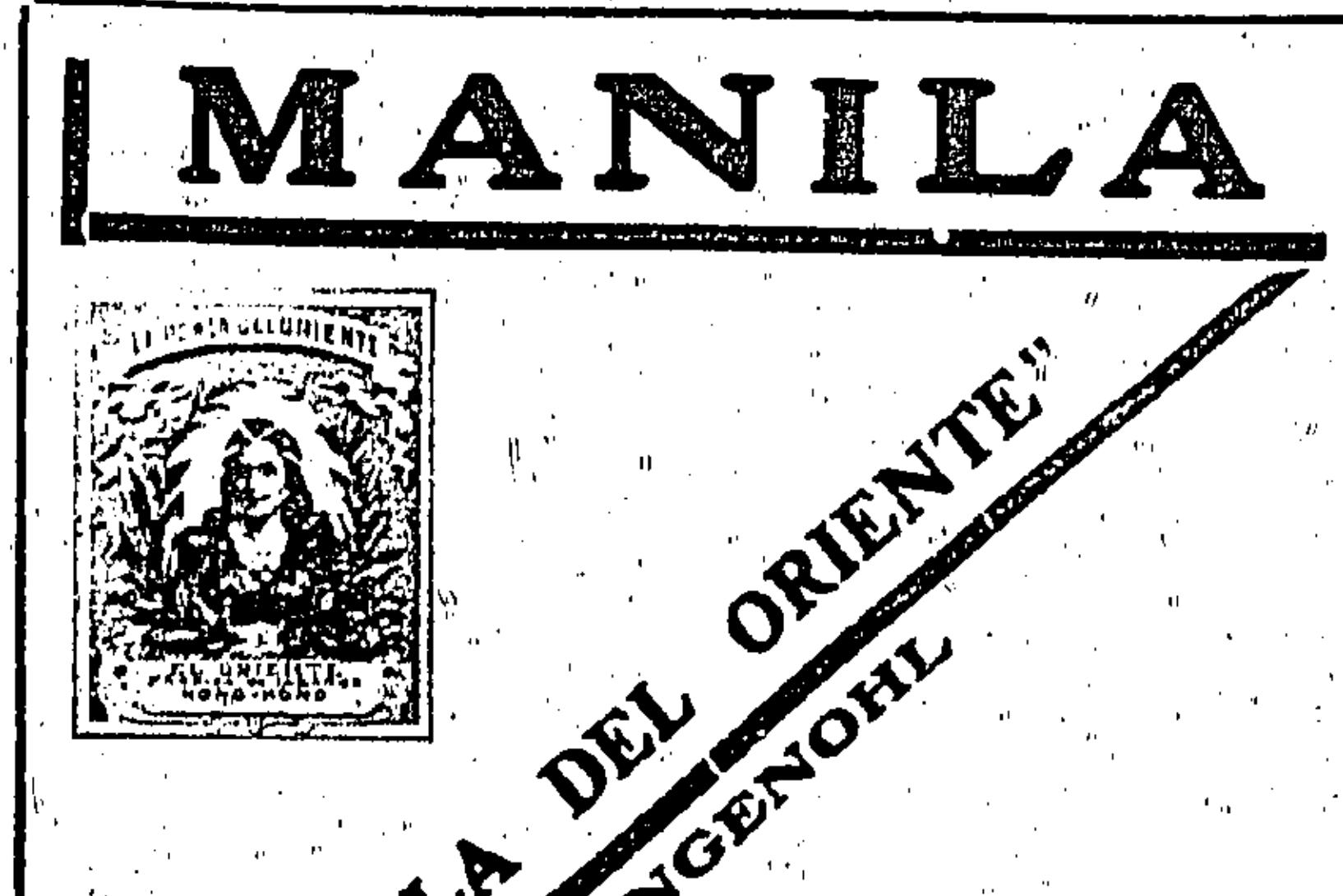
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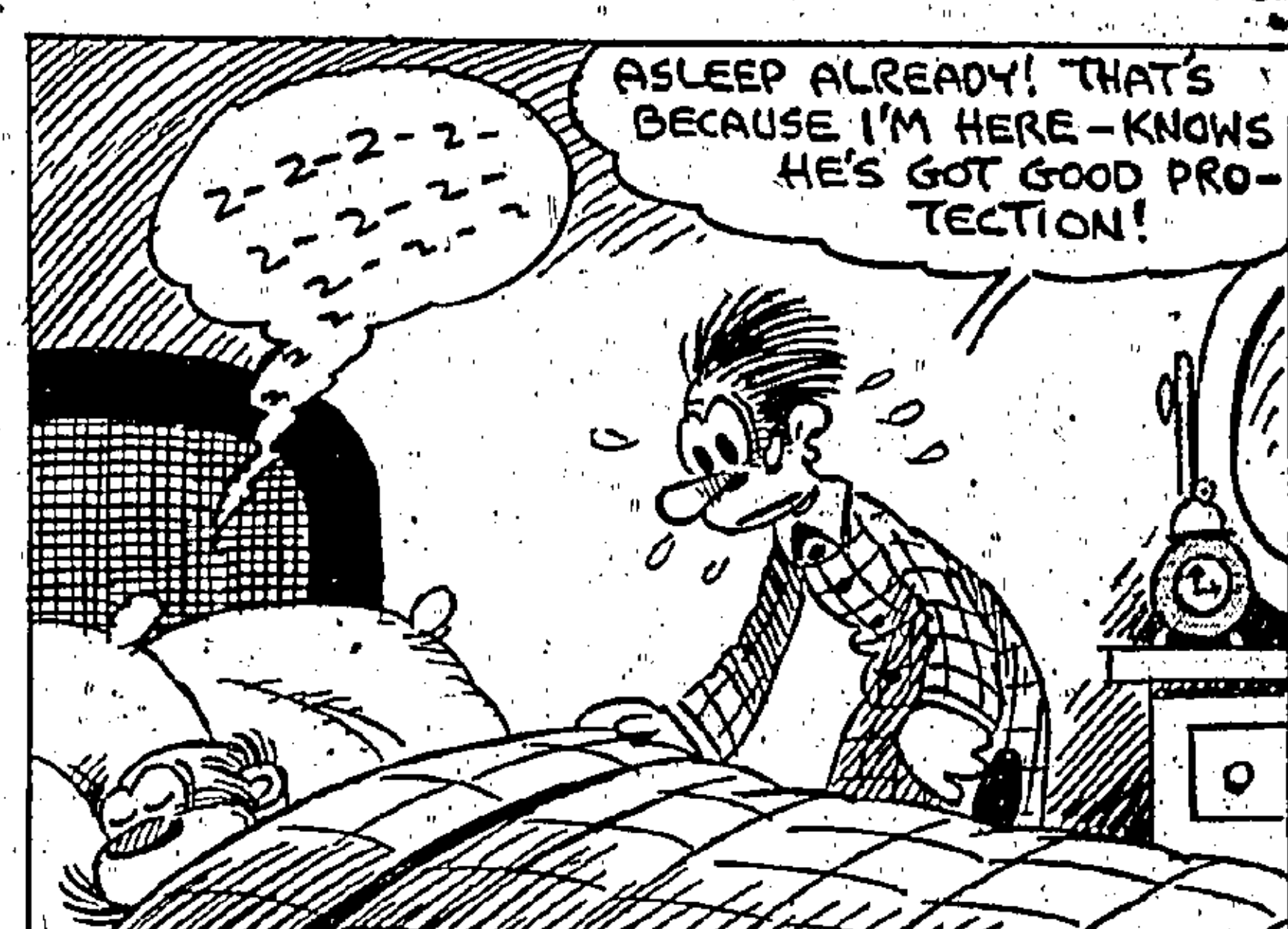
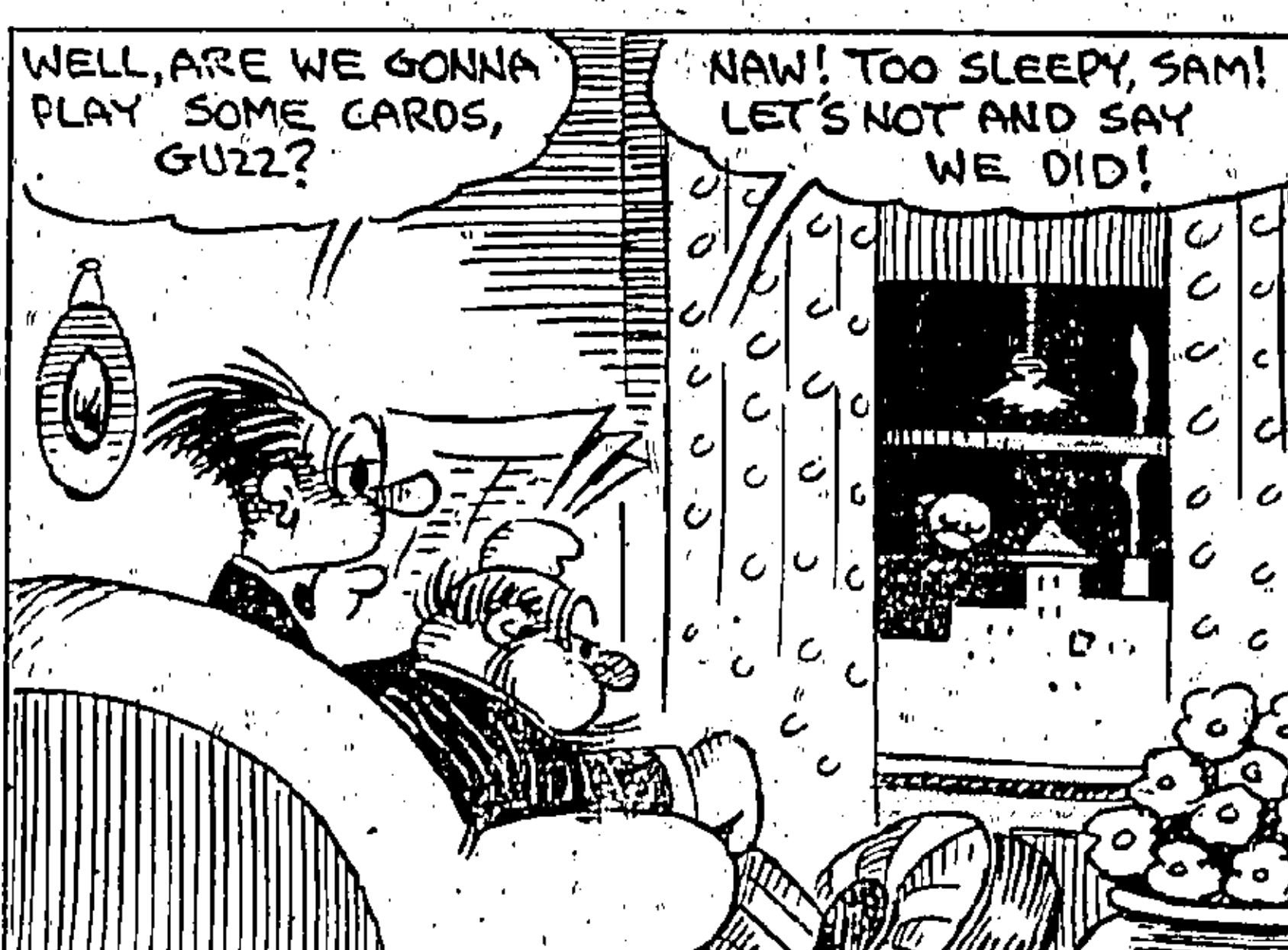
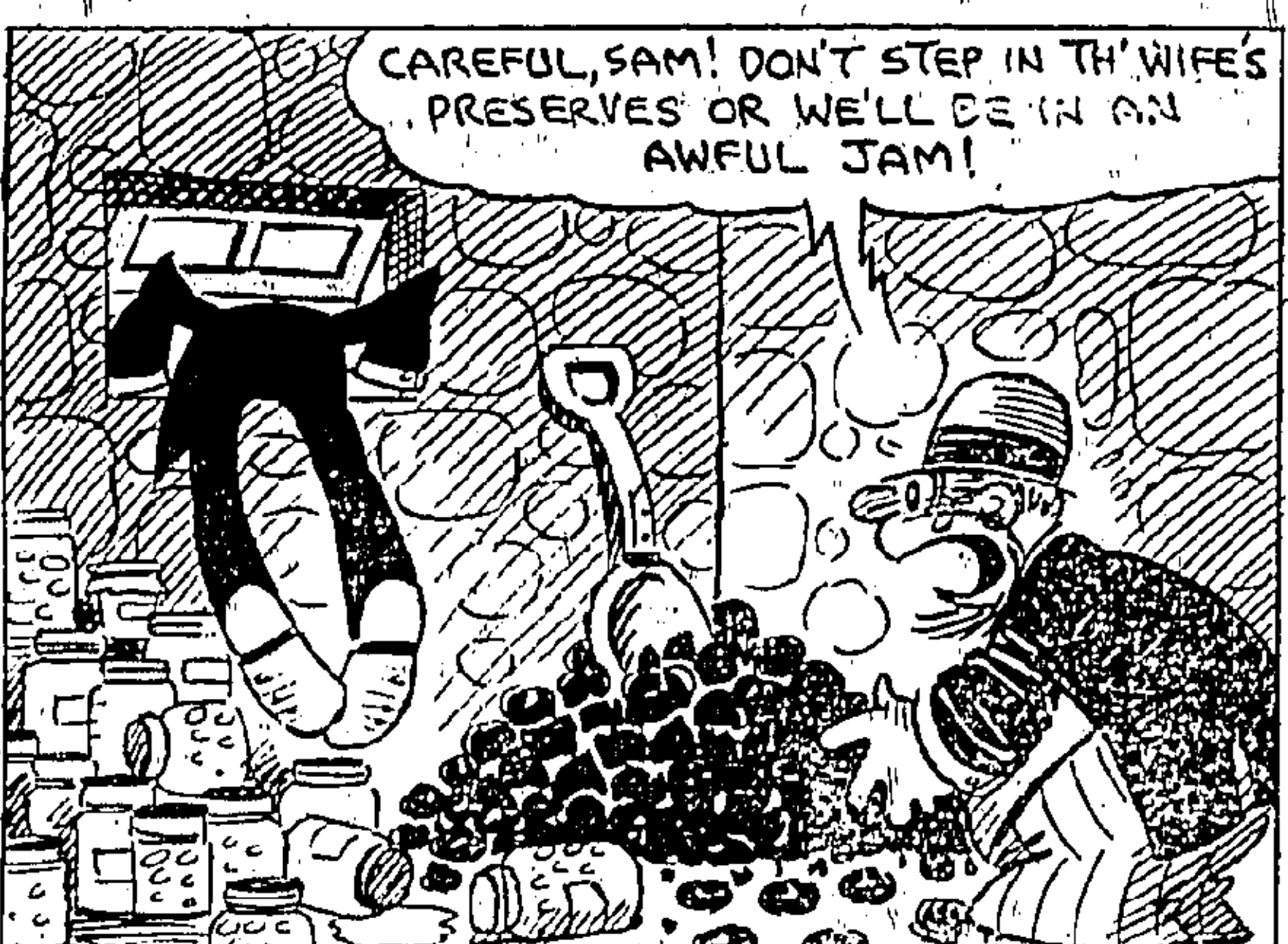
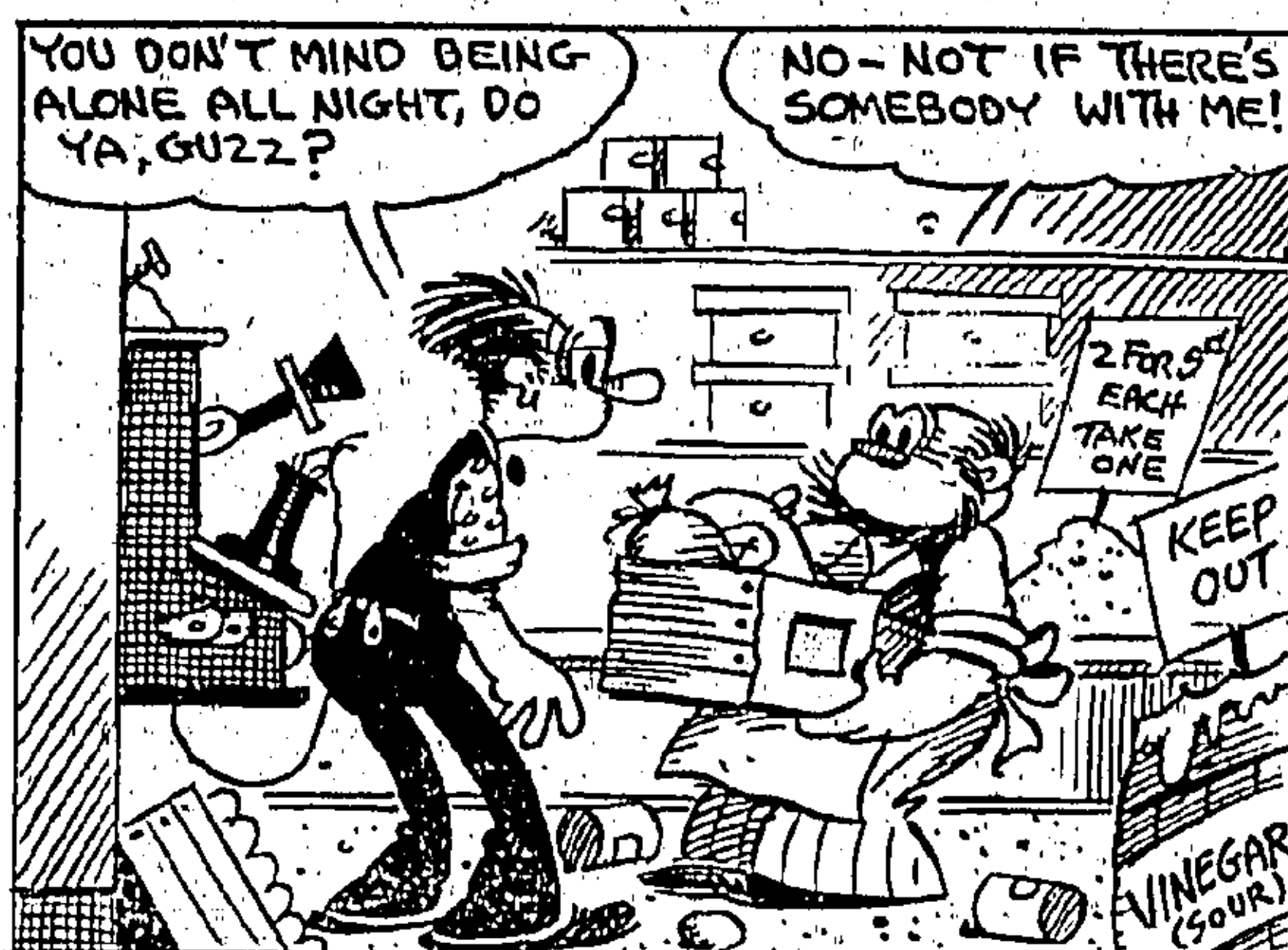
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EMPRESS OF ANIA	Dec. 18	Dec. 21	Dec. 24	Dec. 26
EMPRESS OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23
EMPRESS OF RUSSIA	Feb. 12	Feb. 15	Feb. 18	Feb. 20
EMPRESS OF ANIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27
EMPRESS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17
EMPRESS OF ANIA	Apr. 30	May 3	May 6	May 8
EMPRESS OF CANADA	May 13	May 16	May 19	May 21
EMPRESS OF RUSSIA	May 25	May 28	May 31	Jun. 2
EMPRESS OF ANIA	Jun. 10	Jun. 13	Jun. 16	Jun. 18
EMPRESS OF CANADA	Jul. 10	Jul. 13	Jul. 16	Jul. 18

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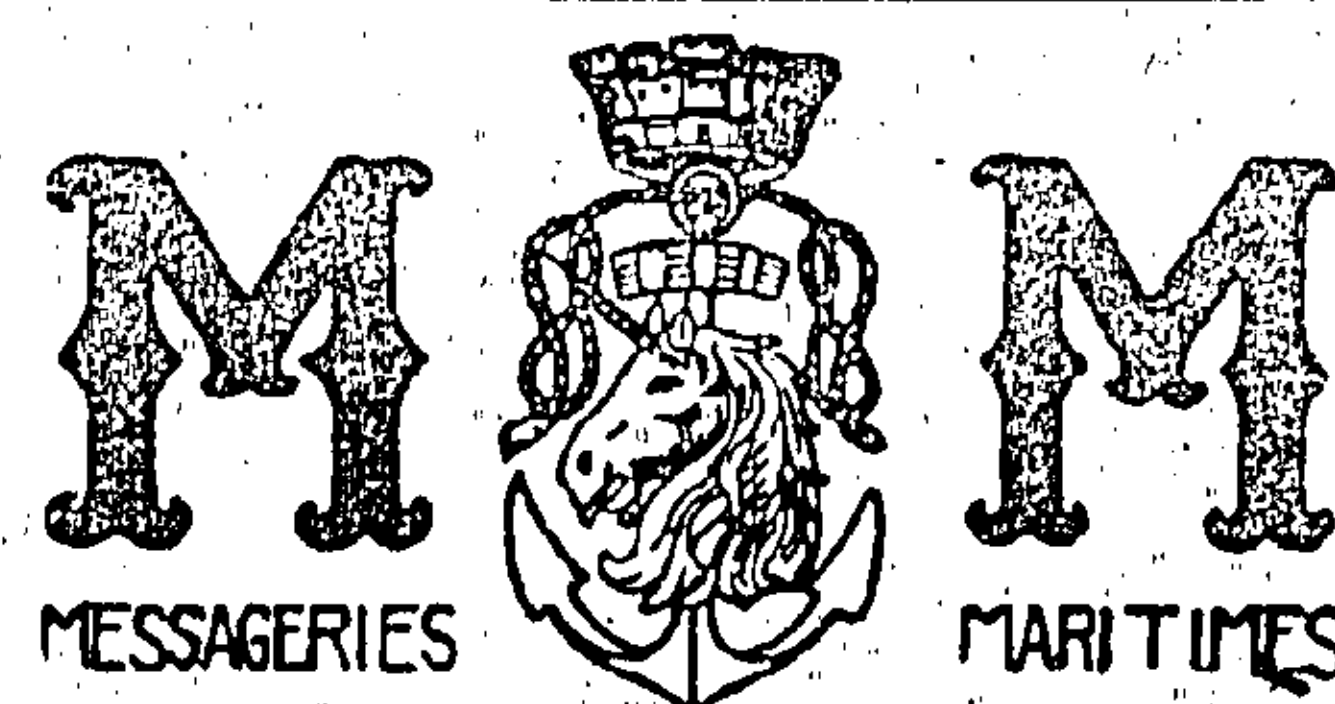
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ANDRE LEBON	5th Nov.	CHENONORAU	5th Nov.
PORTHOS	19th Nov.	ATHOS II	19th Nov.
CHENONORAU	3rd Dec.	D'ARTAGNAN	3rd Dec.
ATHOS II	17th Dec.	ANGERS	17th Dec.
D'ARTAGNAN	31st Dec.	SPHINX	31st Dec.
ANGERS	14th Jan.	G. METZINGER	14th Jan.
SPHINX	28th Jan.	ANDRE LEBON	28th Jan.
G. METZINGER	11th Feb.	PORTHOS	11th Feb.

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GARRISON NEWS.

THE ARMY SCHOOL PRIZE-GIVING.

The prize-giving at the Army Children's School yesterday, was attended by H.E. Major-General J. W. Sandilands, C.B., C.M.G., General Officer Commanding the Troops in China, Colonel J. McD. Haskard, C.M.G., D.S.O., Lieut.-Colonel C. H. Little, D.S.O., 1st Somerset Light Infantry, Mrs. P. A. F. Robinson, Mrs. A. Croery, Mrs. J. B. Taylor, Mrs. J. A. Trevelyan, the Rev. J. J. Hodgins, R.A. Ch. Dept., and Captain E. B. Deakin, D.S.O., M.C., A.E.C., Command Education Officer, and a large gathering.

The annual report was read by Major A. Croery M.C., R.A., Officer Commanding Army Schools, Hongkong, and this was listened to with interest by visitors, parents and scholars. It showed a continuation of progress and sound educational work. Major-General Sandilands complimented the Queen's Army Schoolmistresses (the Misses Adams, Mudd, Hibbard and Salis) on the excellent organisation of, and the progress made in, the Garrison Schools. He also complimented the pupils' mothers on the wonderful manner in which the children were turned out, and congratulated the children on their possession of such excellent and capable parents.

"Berwick" Concert Party.
The ship's concert party of H.M.S. Berwick will give a concert in the Royal Naval Canteen Theatre, Praya East, at 8.30 p.m. on the nights of November 4 and 5. Admission is free, but profits from the sale of programmes will be devoted to Naval charities. Approximately half the seats available will be reserved each night for the ship's company of the Berwick, with their friends, whilst other seats up to a total of 50 will be set aside for military personnel and ships' companies and auxiliaries present. Officers of all Services are welcomed, but as accommodation will be very limited, they are requested to apply in advance to Lieut.-Commander Lloyd, of the Berwick, for reservations.

Movements, etc.
The Rev. C. Scott Little, R.A. Ch. Dept., Senior Chaplain to the Forces, will leave Hongkong for Tientsin in February next, to complete his tour of service abroad. It is understood that the Rev. J. A. Reilly, R.A. Ch. Dept., will be posted to Hongkong from Shanghai as his successor.

Social News.
The Misses Pritchard, daughters of Major General H. L. Pritchard, C.B., C.M.G., D.S.O., General Officer Commanding the Malaya Command, will arrive on a visit to Hongkong on November 5.

Lecture at Y.M.C.A.
What should prove to be a most interesting lecture will be given at the "Cheer O" Y.M.C.A. next Monday at 7.30 p.m.

Mr. T. J. Price will relate his experiences in "Walking across China from Yunnanfu to the Yangtze," when he was captured by bandits. Lantern slides made from photographs taken on the journey will be exhibited. This should be a most entertaining lecture, and, as accommodation is limited, those intending to be present should arrive early.

Whist-Drive and Dance.
A whist drive and dance will be held in Murray Barracks on Wednesday, October 30, commencing at 8 p.m.

Incidentally, as a means of keeping fit during the leisure hours of camp life next month, and to provide some relaxation during succeeding periods of comparative idleness, a table tennis set has been purchased by the K.O.S.B. Sergeants' Mess. Serjt. Jordan is, up to the present, the undefeated champion, but there are several members after his tail.

Films on Tamar.
The films to be shown on H.M.S. Tamar to-morrow night will include a fine picture, "The American Venus,"

In 8 parts, a comedy "The Cat's Pajamas," and the Pathe Gazette.

Area League Football.
H.Q. Wing, S.L.I. v. Coy. 2/K.O.S.B.—This match was played at the Chatham Road ground yesterday afternoon, the home side bringing off a surprise win by two goals to one.

Teams:
H.Q. S.L.I.—Wallace; Green, Hayward; Hooker, Walton, Fredericks; Guest, Earley, Churchill, Hall, Hancock.
Coy. K.O.S.B.—Hughes; McGill; Mulvey; Simpson, Thompson, Stevens; Walls, McDougall, Love, Cook, A. N. Other.

Referee, Sjt. Sanderson, R.A.O.C.
Play was centred in midfield during the opening exchanges, but the visitors began to execute some pretty movements after getting used to the uneven ground. The 13 defenders outside left shot high and wide after making a good run down the line, but the Somerset lads were far from discouraged by the pressure put on them. Later Cook bored in, and passed to Walls, who shot over the bar, and Hancock soon made one of many useful dashes down the line, only to be forced into touch.

From a free kick, Love headed over the crossbar, with Wallace out of position, and the latter saved a number of fast drives put in by the Borderers' front line. After this the pressure had been relieved, Wall opened the scoring with a good shot, and half-time was sounded with the Somersets attacking, Hancock running and passing well.

Ten minutes after the resumption, the same player centred prettily, to bring the Borderers' keeper out of goal, and after a scramble in front of the line, Churchill drew level with a smart shot. Midfield play was now the order, with both attacks well held by stubborn defences, until the Somersets got near their opponents' penalty area, and from a free kick, Earley headed in neatly. The Borderers endeavoured to even matters, but an effort by McDougall hit the bar and rebounded to find the forward off-side. Play travelled from end to end, the Borderers trying to equalise, and the Somersets attempting to add another point to make for security, but no further score resulted, though a long drive by Walton only just missed the goal.

Special mention must be made in this game to the fair and impartial refereeing of Serjt. Sanderson. Always up with the ball, he was quick to detect the slightest infringement, and neither side was favoured in the least respect. His decisions were made rapidly and firmly, and it can be truly said that he had the game entirely under his control from start to finish.

R.A.M.C. v H.Q. Wing, K.O.S.B.
The Medicals registered their first win yesterday afternoon at Sookun, by the odd goal in five. Teams: R.A.M.C.—McGowan; Edwards; Smith; Wake, Dodson, Thomas; Elliott, Jenkins, Pritchard, Watson, Goodman.

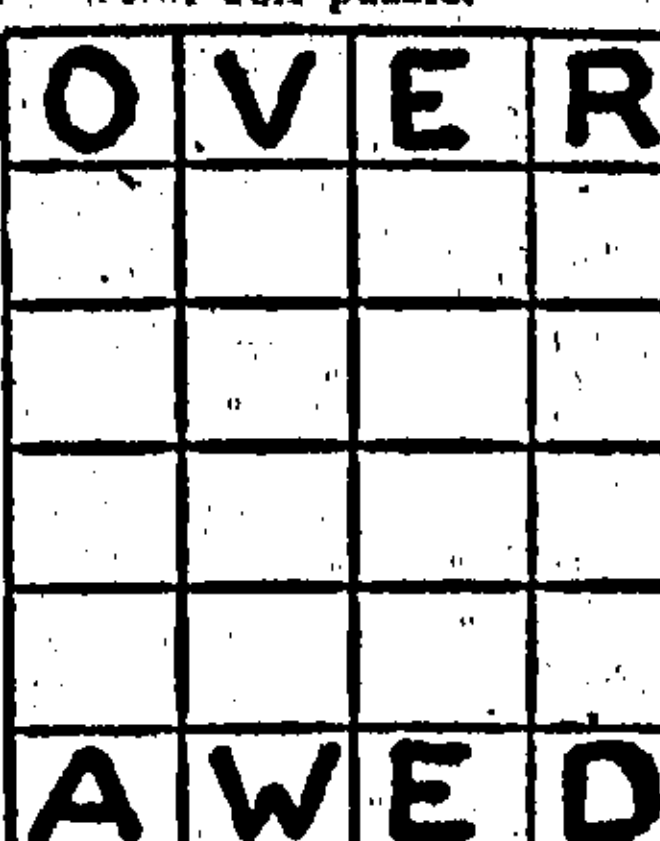
H.Q. K.O.S.B.—Boyes; Croal, Bond; Riordan, Craig, Lovell; Sawyer, Milligan, Crawley, Grogan, Mason.
The Medicals almost made a sensational start, Elliott running down his wing and passing to Pritchard, who shot hard, the ball rebounding into play. This few seconds' thrill over, play remained more or less in the midfield for some time, until the Scotsmen pressed and Crawley found the net with a strong kick.

The "Poulter-Wallahs" were by no means downhearted at this reverse, and began to force the pace, and, after putting on the pressure continuously, were rewarded by a goal from Watson during a scrimmage before the goal-mouth. Both sides now tried bravely to obtain the lead, but, though the Borderers were often near the Medicals' goal, their shooting was poor, and they could not score again before half-time.

Goodman made some clever runs down the left wing after resumption, and from one of these, and a good pass into the goal-mouth, Jenkins scored the Medicals' second point. The Borderers were not being this reverse lying down, and soon showed that they could also make ground. They could not find the goal, however, until Croal managed to beat McGowan with a hard drive

LETTER GOLF.

Don't be OVER AWED by to-day's letter golf puzzle.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations do not count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

from a spot-kick. Scores were now level at two all, and both sides made every effort for the winning point. The Medicals were the fortunate scorers, a corner taken by Watson finding Pritchard in good position, a well-taken shot ending the game's goals.

Hockey Matches.

Garrison Sjt's Mess and I.L.K.S. Bde. Sjt's v K.O.S.B. Sjt's.—This game, played at Sookun, resulted in a draw of one goal each, a fast and exciting game finding both sides keen and fit. Teams: Garrison Sjt's: Mess, Jiggins; Marshall, Burnett; Sharp, Kingsland, Clarke; Ashman, Twelves, Dixon, Weyman, MacDonald.

K.O.S.B. Sjt's: Mess—Reeves; Hope, Hawker, Bruce, Skiggs, Kennedy; Deahunt, Bell, Dodds, Bardell, Dairymple.

Umpires, Cpl. McCann and Pte. Cox.
Some amusement was caused by the late arrival of Reeves, the Borderers' keeper, in a ricksha, at the wrong end of the ground. Settling down, however, both sides played fast and tricky hockey, exchanges being very even. Reeves made a fine save from Dixon, and later a fine catch, but off-side staved off the penalty for holding the ball. The first score fell to Dixon, who took a pass from MacDonald, giving Reeves little or no chance. Half-time, very welcome, saw no further score, and play again seemed to remain clear of both goal-mouths, until the Borderers pressed, only for off-side to negative what would have almost certainly been a good goal. Dodds scored the equaliser for the Borderers, but Dixon took the ball through the Borderers' defence, to have Reeves make a wonderful save at the expense of a corner, which, however, was of no advantage.

I.L.K. Club "A" v K.O.S.B. 2nd XI.
A nice game, somewhat spoilt by the fading light was won by the soldiers by three goals to two. Teams: K.O.S.B.—Tester; McLaughlin, Torrens; Freeman, Atcheson, Smith; McGuire, Quick, Anderson, Hill, Wallace.

H.K. Club "A"—Sapsed; Henry, Rankin; Arber, Plummer, Dale; Fox, A. V. Other, Frost, Greenhalgh, Francis.

Quick scored twice for the Borderers, and Anderson netted their third goal. Frost and Francis were scorers for the Club. Defences on both sides were sound, but the game was inclined to be slower than it should have been owing to the grass being rather too long.

Warship Movements.
The following warships, arrived in port yesterday—Sirdar, Thracian, Stormcloud, Bruce, Somme, Sepoy and Serapis.

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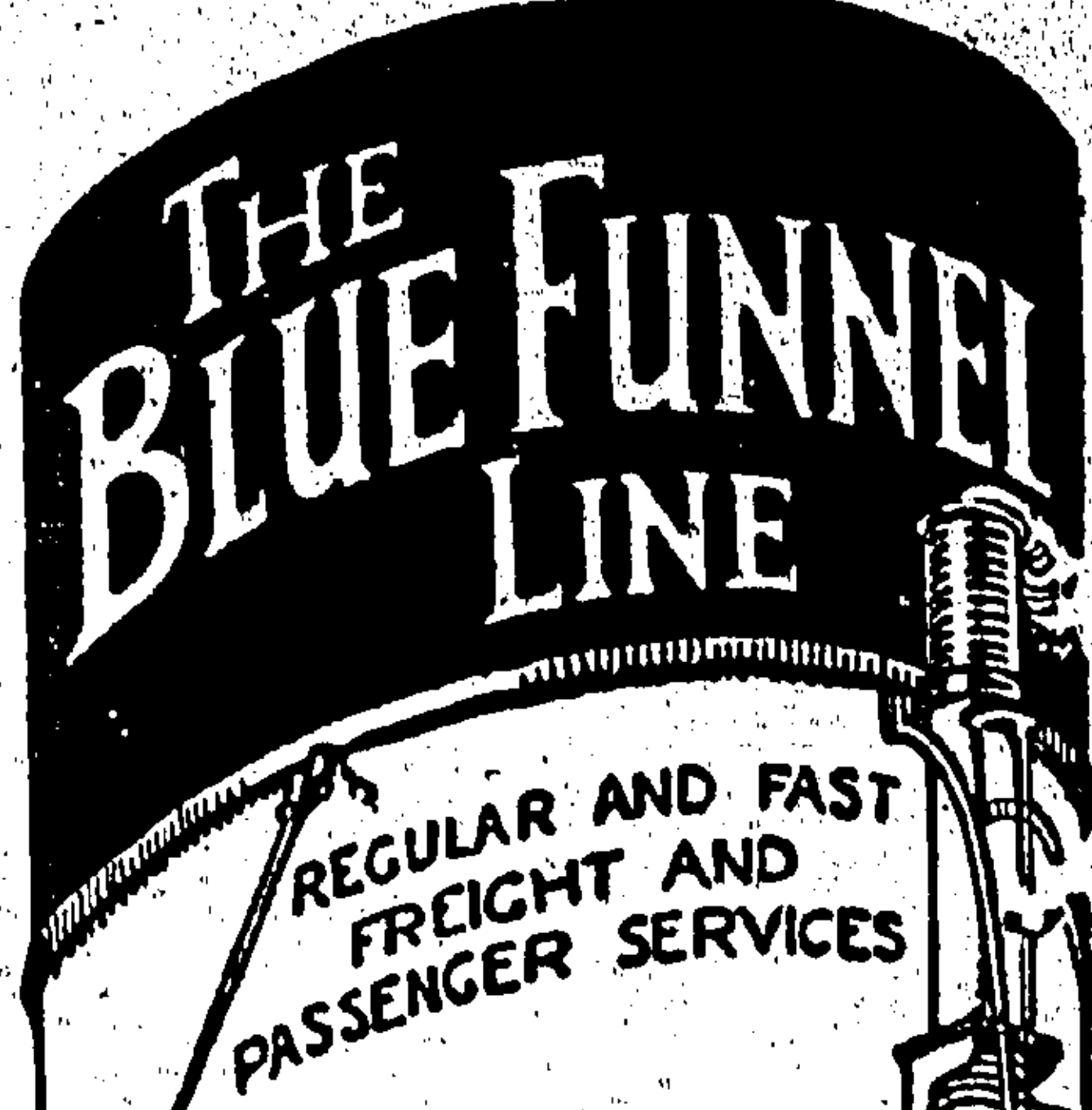
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via Kobe & Yokohama
"IXION" 25th Oct. Victoria & Vancouver
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Tenyo Maru ... Wednesday, 30th Oct.

Korea Maru ... Wednesday, 13th Nov.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Iyo Maru ... Monday, 4th Nov.

Shidzuoka Maru ... Monday, 2nd Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Katori Maru ... Saturday, 2nd Nov.

Atsuta Maru ... Saturday, 16th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

Kaga Maru ... Wednesday, 20th Nov.

Tango Maru ... Wednesday, 25th Dec.

BOMBAY via Singapore, Panang & Colombo.

Nagato Maru ... Sunday, 27th Oct.

Yamagata Maru ... Thursday, 31st Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Ginjo Maru ... Tuesday, 29th Oct.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Wakasa Maru ... Friday, 6th Dec.

NEW YORK, BOSTON via Panama.

Tsuyama Maru ... Friday, 8th Nov.

Asuka Maru ... Wednesday, 20th Nov.

LIVERPOOL via Port Said, Constantinople,

Genoa & Marseilles.

Toyooka Maru ... Sunday, 17th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

Coylon Maru ... Tuesday, 29th Oct.

Bengal Maru ... Friday, 8th Nov.

SHANGHAI, KOBE & YOKOHAMA.

Hakone Maru ... Monday, 28th Oct.

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INDO CHINA STEAM NAVIGATION CO., LTD.

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TO TSINGTAO via SWATOW & SHANGHAI	Yatehing Kwaishang Foonshing Walshing	Sun. 27th Oct at 7 a.m. Wed. 30th Oct at 7 a.m. Sun. 3rd Nov at 7 a.m. Wed. 6th Nov at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Hosang Namsang Yuensang	Satur. 9th Nov at 7 a.m. Wed. 27 h Nov at 7 a.m. Tues. 3rd Dec at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Tues. 19th Nov at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Sulsang Kumsang	Mon. 4th Nov at 3 p.m. Thurs. 14th Nov at 3 p.m.
TO SAKATAKAN	Hineang Maussang	Satur. 26th Oct at noon. Mon. 4th Nov at noon.
TO TIENTSIN via WEI-HAI-WEI & NEWCHWANG	Cheongsing	Fri. 1st Nov at 7 a.m.
TO TIENTSIN via FOOSHOW & WEI-HAI-WEI	Chipshing	Fri. 15th Nov at 7 a.m.

CONSIGNEES' NOTICE.

JAVA PACIFIC LIJN.
From SEATTLE, SAN FRANCISCO
and LOS ANGELES.

The Steamship,
"SAPAROE,"

having arrived from the above ports, consignees of cargo by her, are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 31st October, 1929, will be subject to rent. All broken, chafed and damaged packages, are to be left in the godowns, where they will be examined on the 30th October 1929, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by.

JAVA-CHINA-JAPAN LIJN:
Agents.

**SERVICES CONTRACTUALS' DES
MESSAGERIES MARITIMES.**

The Steamship,
"POLYTHOS"

Arrived Hongkong on Tuesday,
22nd October, 1929.

From MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday the 31st October, 1929, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Monday the 28th October, 1929.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,
Agent.

Hongkong, 22nd October, 1929.

SOVIET BLAMED.

NANKING REVIEW OF THE DEADLOCK.

Nanking, Oct. 25. The Foreign Ministry has made a lengthy statement regarding the C.E.R. dispute, attributing the deadlock to failure to reach a mutually acceptable basis for formal negotiations.

After dwelling on the Soviet's alleged subversive activities in China prior to the taking over of the railway, the statement charges the Soviet with unprovoked acts of aggression, concluding by stating that should a state of war eventuate from the Soviet Government's "incessant provocations,"

CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**

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"LYCAON"

From UNITED KINGDOM via
SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 26th October.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th October, 1929.

THE BEN LINE STEAMERS.

LIMITED.

From MIDDLESBRO', ANTWERP,
LONDON and STRAITS.

The Steamship,
"BENICRUACHAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 29th October, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th November, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th October, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by.

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 22th October, 1929.

the responsibility must be borne by the Soviet.

Telegrams to Powers.

Nanking, later.

The Foreign Minister has despatched identical telegrams to the signatories of the Kellogg Pact drawing attention to the alleged repeated Soviet incursions into Manchuria, and the maltreatment of Chinese prisoners in Russia.

The telegrams briefly outline the statement mentioned earlier.

—Reuter.

FRENCH MINISTRY.

RADICAL SOCIALIST LEADER
CALLED UPON.

Paris, Oct. 25.

President Doumergue has entrusted M. Daladier with the task of forming a Cabinet.

M. Daladier, who was a Minister in 1924-25-26, succeeded M. Herriot last year as president of the Radical-Socialist party. He was re-elected at the party congress in Rheims yesterday, and in a presidential address warned his audience that the economic forces of the New World were threatening to expropriate Europe. He stressed the necessity for forming a sort of European federation, by large-scale economic agreements between the competing industries.

Such a union could only be reached if the states were absolutely secure against war. Disarmament, consequently, was imperative.

M. Daladier went on to say, "We are on the eve of a resumption of competition in land armaments, and consecration of the Anglo-Saxon hegemony at sea."

M. Daladier will give M. Doumergue his answer by three o'clock to-morrow.—Reuter.

OLD FIRM TOTTERING.

A BIG GERMAN WOOLLEN
BLANKET CONCERN.

Berlin, Oct. 25.

The biggest continental woollen blanket concern, Gebrüder Zepp, of Mergelstetten, Württemberg, is financially embarrassed, with liabilities approximating half a million sterling.

The Württemberg banks are trying to avert bankruptcy and ride over the situation by an offer to the firm's creditors. Arrangements are being made to continue the business, which is a century old, under influential direction.

Zepp's assign the collapse to the unfavourable economic situation, and depression in the textile industry in connexion with the Sklarek brothers, prominent Berlin clothing manufacturers and racehorse owners, who were recently arrested on a charge of defrauding the city of Berlin of half a million sterling, by issuing worthless bills and forged documents.—Reuter.

AIRMAN DELAYED.

LANDS IN FRANCE WAY
TO KENYA.

London, Oct. 25.

News was received this morning that a British airman who left Croydon for Kenya yesterday, had arrived in Paris.

Some anxiety had been experienced owing to lack of news of the aeroplane, especially owing to the fact that there was a heavy storm during the afternoon. Calls for news of the airman were sent out by the French broadcasting stations last night.

It is understood the aeroplane suffered no damage in yesterday's storm, but the pilot thought it advisable to land and await more favourable conditions, but his companions intend to continue their journey to Kenya.—British Wireless.

PASSENGERS.

ARRIVED.

The P. & O. s.s. Kalyan from Shang-

hai and Japan on October 25.—Mr.

W. E. Awock, Mrs. A. Angel, Mid-

shipman C. R. L. Argles, Midshipman

O. S. Boothby, Mr. G. Boller, Mr.

R. W. Borgawork, Mr. and Mrs. B. de

Borodniewsky, Mr. B. D. F. Beth,

L/Capt. W. Cable, Mr. and Mrs. J. T.

Chao, Miss Chao, Master I. S. Chao,

Mr. T. Clark, Mr. and Mrs. D. T.

Denham, Corpl. T. E. Deacon, Mr. D.

Fraser, Petty Officer H. Fowler, Mr.

H. J. Ferris, Mr. H. R. W. Flanagan,

Mr. G. E. Gilbert, Corpl. F. J. Gale,

Dr. R. W. Gurney, Midshipman G. D.

A. Gregory, Mr. and Mrs. G. D. A.

Gregory, Mr. and Mrs. H. Hall, Comdr.

C. A. G. Hutchison, Mr. S. Hancock,

Mrs. C. W. Holdsworth, Mr. and Mrs.

C. D. Jackson, Mr. L. T. Kang, Mr. W.

C. Lee, Mr. and Mrs. L. A. C. Lidwell,

Pte. E. Lewis, Mr. W. M. Monteith,

Mr. D. B. W. Murray, Mr. A. E. Mar-

ker, Mr. J. A. J. W. Nienwenhuys,

Midshipman D. D. O'Brien, Mr. R. C.

Paulot, Mrs. S. Perkins, Lt.-Comdr.

A. T. C. Peachey, Mr. and Mrs. Pan,

Mr. G. F. Baddon, Mr. S. Ratansh,

Midshipman T. J. Robertson, Mr. B.

Sheridan, Mr. G. Shah, Mr. D. G. Shah,

Pte. A. Swaiton, Pte. R. Simpkins, Mr.

and Mrs. A. C. Stewart, Col. G. R. V.

Stewart, Rear-Admiral H. J. Tweedie,

C.B., Pte. Thompson, Mr. R. Tully,

Mr. H. H. Thacker, Paymaster-Comdr.

H. R. M. Woodhouse, Mrs. Woodhouse,

Mrs. I. M. Walley, Edna P. W.

White, Mr. R. M. Woolfenden, Mr. and

Mrs. G. W. Waite, Mr. and Mrs. F. S.

Wong, Mr. H. T. Woo.

Per s.s. President Pierce from

Shanghai, Japan and U.S. on Oct.

25.—Mr. M. W. Anthony, Mrs. W. P.

Bacon, Miss Barbara Bacon, Master

Wm. Bacon, Mr. E. Brook, Mrs. M. R.

Bunting, Master Sydney Bunting, Mrs.

M. C. Callaway, Mr. M. Chan, Har-

Mr. and Mrs. M. T. Chu, Mr. Ching Kee

Sun, Mr. and Mrs. S. E. de Carvalho,

Dr. and Mrs. C. H. Denman, Mr. Eu

Lu, Mr. B. Fedorence, Mr. J. Gardner,

Mr. and Mrs. M. Grundkovel, Miss

Laja Grundkovel, Mr. Ho Yook, Mr.

Hang Wan Tsang, Mrs. G. S. Hill, Mr.

He Jekyoff, Mr. Foster Knight, Mr.

Kwan Yik Chow, Mr. B. C. Lawrence,

Mr. Li Shu Fan, Mr. and Mrs. Lee

Tzu Yan, Mr. Lim Bong Soo, Mr. John

Lim, Mr. and Mrs. K. Tsung Ma, Mrs.

Lawrence McIntyre, Mr. and Mrs.

Nang Ming, Mr. A. Shaljanoff, Mr.

Shen Yee, Mr. P. Scholze, Mr. S. Hill,

Hen A. T. and Mrs. A. E. Sullivan,

Mr. Tze Hang Tan, Mr. Tze Lam

Chye, Mr. J. P. Thornton, Mr. Tong

Shu Lun, Mr. L. N. Udell, Mr. and

Mrs. H. Wada, Master Yuichi Wada,

Miss Toshiko Wada, Mr. Yee Cheuk

Wah, Mr. R. S. Ward, Mr. R. J. L.

White, Mr. Wo Hong, Mr. Wong Shui

Chen, Mr. Wong Yau Fan, Mr. Yuen

Zeh Wu, Mrs. Yee Cheuk Yee, Mr.

Patrick Yee, Mr. Hoo Tyo Yeong,

Mr. Yung Shu Ying, Mrs. T. H. Allen,

Master James N. Allen, Mrs. M. S.

Allen, Mr. and Mrs. E. K. Andrae,

Mrs. W. Campbell Armstrong, Miss

Rhoda Armstrong, Miss Jean Arm-

strong, (Vero P.) Armstrong, Miss

Emily W. Austin, Mr. and Mrs. Sidney

Baxter, Mrs. N. C. Blackburn, Miss

Elaine C. Blackburn, Mrs. M. B. Blair,

Mrs. L. F. Blodgett, Mrs. A. C. Bryan,

Miss Anne C. Bryan, Mrs. T. J.

Cokely, Mr. and Mrs. J. J. Donovan,

Mr. and Mrs. Samuel France, Miss

Anne Fraser, Mr. John K. Gold, Mr.

P. M. Johnston, Miss Ophelia King-

bury, Mr. and Mrs. Harry Lacks, Mr.

George Lacks, Mrs. F. Lapham, Mr.

and Mrs. R. E. Lewis, Mr. George

Littion, Mr. P. W. Mack, Mrs. M. J.

Magee, Mr. and Mrs. Gregorio

Marquez, Mr. Crisanto Marquez, Miss

Natividad Marquez, Miss

Salud Marquez, Mr. Harry M. Comb,

Mr. T. Murakami, Mr. S. Nakamura,

Mr. T. Niderost, Miss Clotilde Parton,

Mr. and Mrs. R. L. Reedy, Mr. and

Mrs. E. R. Riddle, Master Elmer

Riddle, Dr. Alfredo C. Santos, Mrs.

E. C. Vanderford, Mr. and Mrs. E. C.

Walters, Miss Sophie W. Walker, Miss

Robert I. Waugh, Mr. James Wolf,

Mr. and Mrs. C. T. Whitehouse, Mrs.

F. R. Wolfram.

BIG DOPE RING?

SUGGESTION IN THE KAO
YING CASE.

Nanking, Oct. 25.

What is believed to be an in-

ternational drug smuggling ring

operating on the China Coast,

across the Pacific, and to the

United States, was revealed when

Kao Ying, the former Chinese

Vice-Consul at San Francisco,

with his wife, and Suen Foon,

former Chancellor of the Chinese

Consulate at San Francisco, were

brought up for trial in the Nan-

king District Court to-day.

It will be recalled that a huge quantity of opium was found in the luggage of the Vice-consul's wife when she arrived at San Francisco last July from Hongkong, and that the United States authorities permitted the return of the three accused to China for trial.

Kao Ying was called first, and was dismissed after a few preliminary questions.

Mrs. Kao Ying, who came next, was dressed in the height of Western fashion. She said the baggage belonged to Chen Sen, a Cantonese living in Shanghai, and was put aboard her steamer at Hongkong by Chen Sen's agent, one Wan Yu-hsien. Upon arrival at San Francisco, the trunk was to have been delivered to two persons. She named them, but repeatedly professed ignorance of their address or other particulars.

Her statement gave rise to a belief that her baggage was the property of a dope-running ring, which dealt with drugs and narcotics worth millions.

The trial was adjourned until to-morrow morning.

The United States Consul at Nanking, Mr. Adams, is watching the case in the interests of the United States Government.

The normal accommodation of the Court is a hundred, but over three hundred were present, mostly very fashionably dressed women, giving the affair the atmosphere of a social event rather than a trial.—Reuter.

SCHOOLGIRL KILLED.

FATAL MOTOR LORRY MISHAP
IN KOWLOON.

A motor mishap involving the

death of a Chinese girl student of

the Yek Chi Vernacular School,

Nathan Road, occurred yesterday

afternoon at the junction of

Waterloo Road and Shanghai

Street, Yaumati, when a lorry

knocked down and fatally injured

the girl.

It is learned that the girl, Mak Wei-fong, residing at To Kwa Wan, was on her way to the school, and on alighting from a motor-

bus was knocked down by the lorry.

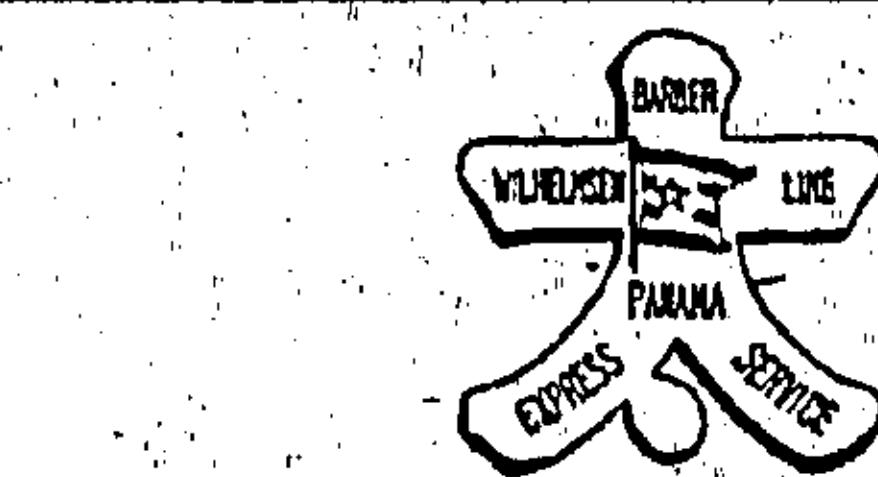
The girl receiving a fatal injury to her head, death being almost instantaneous. The driver of the lorry, a Chinese, was detained.

The deceased, who was only 14 years old, came from Toi Shan district in Kwangtung.

LETTER GOLF
SOLUTION.

Here is the solution to the puzzle on another page.

OVER, EVER, EWER, EWES,
AWES, AWED.

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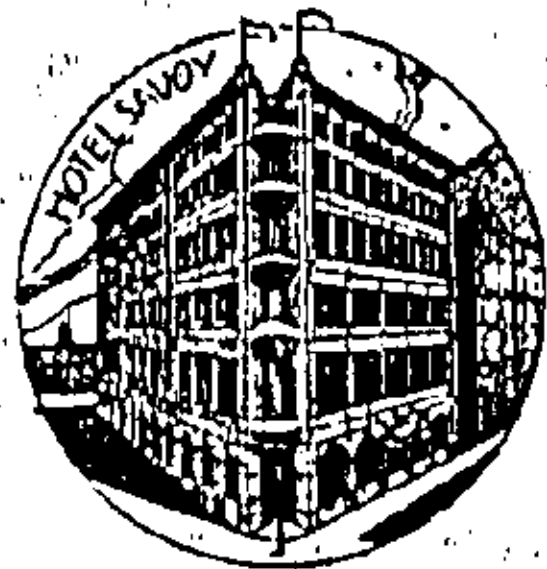
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Hongkong.

FAR EAST AERIAL ENTENTE.

ANGLO-FRENCH PLANS MAY
RAPIDLY DEVELOP.

HONGKONG IN SCHEME.

London, Oct. 20.
Rapid development of air lines
in the Far East is expected as a
result of the recently concluded air
entente between France and Great
Britain whereunder the two
Governments have agreed to mutu-
ally assist each other both in the
establishment of new lines and
the linking up of existing lines.

Already a French company,
named Air-Asie, has prepared
plans for a network of air lines
connecting Calcutta, Rangoon,
Bangkok, Saigon, Pitsanulok and
Vinh.

Great Britain already has
in regular weekly operation both
ways its line between London and
Rangoon, with an early prospect
of its being extended to Calcutta.

From this point the French hope
to effect arrangements with the
British for the operation of a
French line eastward from Calcutta
to Vinh, from which point, it is
the ultimate aim of the British to
establish a line northeastward to
Canton and Hongkong and eventu-
ally to Shanghai.

Trial flights have been con-
ducted with success over some of
the projected routes.

Almost simultaneously the British
plan to extend their airway
southeastward from India to Aus-
tralia across the Dutch East In-
dies. With air lines swinging
East, Northeast, and Southeast
from Calcutta there would thus
be opened to high speed travel
an immense area of the Far East
through regions that are still com-
paratively inaccessible by ground
transport.

Operation of such lines, even on
a basis of day-time flying would
cut the time from London or Paris
to the Far East to considerably less
than half the time now required by
a combination of rail and water
routes.—United Press.

SOVIET THREAT TO MANCHURIA.

MASSING OF TROOPS ON THE FRONTIER.

Harbin, Oct. 25.
According to information from
Japanese sources, Soviet troops
are massing near Manchuria. So
far the city is quiet, although Nan-
king has instructed the Manchurian
Provincial Government to maintain
extra vigilance on account of the
Soviet threat to occupy the Chinese
Eastern Railway.

WEATHER REPORT.

The Royal Observatory reports
that the anticyclone has passed into
the Pacific, to the north-east of
Japan, and another has developed
over North China. The typhoon
is situated to the south of Kuchu,
moving N. N. E. Fresh monsoon
will prevail along the China coast
and over the North China Sea. The
forecast till noon to-morrow is:—
North-east winds, fresh; fine.

U.S. BRIBERY TRIAL VERDICT.

ALBERT FALL FOUND
GUILTY.

RECOMMENDATION TO MERCY BY THE JURY.

NAVAL OIL LEASES.

Washington, Oct. 25.
Seated in an invalid chair, Mr.
Albert Fall, the ex-Senator and
former Secretary of the Interior,
now physically a broken man, heard
a verdict of guilty recorded
against him at the conclusion of a
protracted trial.

Fall was charged with accepting
a bribe of \$300,000 from the oil
magnate, Edward L. Doheny, for
granting the lease of an oilfield
at Elk Hill in the Naval Oil
Reserve.

The verdict carried with it
a recommendation to mercy.—
Reuter's American Service.

The "Little Black Bag."

Washington, Oct. 18.
Testifying for the defence to-
day in the trial of Albert B. Fall,
former Secretary of the Interior,
who is charged with bribery in con-
nexion with his grant of the Elk
Hills naval oil lease, Edward L.
Doheny, who obtained the lease,
reiterated a statement he had
previously made in his own trial
to the effect that he had believed
in danger of war with Japan at the
time of the lease grant.

This idea, he said, was height-
ened by Rear-Admiral Robison
who had convinced him there was
extreme necessity for construction
of naval oil storage tanks in the
Hawaiian islands as a counter-move
to certain similar tanks built by
Japan for use by the Japanese
navy.

"Friendship" Gift.

The famous "little black bag"
containing \$300,000, and sent to
Mr. Fall by Mr. Doheny through
Mr. Doheny's son, again came
into the spotlight in to-day's ses-
sion.

"Friendship alone prompted this
gift," Mr. Doheny declared.

The prosecution contends that
the money was a bribe, pointing
out that it was after this episode
that Mr. Fall made the grant
which turned over the valuable
Elk Hills naval reserve for ex-
ploitation by Mr. Doheny.

Navy Documents Withheld.

Washington, Oct. 19.
Capt. Harry Stunt, answering
a subpoena by the Albert B. Fall
defence in the case against the
former Secretary of Interior on
charges of bribery in connexion
with the Elk Hills naval oil lease
to Harry F. Sinclair, said that
Mr. Charles Francis Adams, Secre-
tary of the Navy, considered pub-
lication of requested reports by
Admiral Gleaves about the alleged
war scare of 1921 would be in-
compatible with the public inter-
est.

The documents in question
would, in the view of the defence,
tend to throw light on the justi-
fication for the granting of the
naval oil leases.

In leasing naval lands to pri-
vate operators, it is the conten-
tion of the defence, Mr. Fall sim-
ply did what he considered his

DEATH OF FAMOUS CRICKETER.

"FATHER OF TEST MATCHES"
PASSES AWAY.

LINK WITH THE PAST.

London, Oct. 25.
A link with the cricket of the
past has been broken by the death,
which occurred to-day, of James
Lillywhite, a former famous Sus-
sex bowler. He was 87 years of
age.—Reuter.

Generally known as the "Father
of the Test Matches," the veteran
cricketer was born in Sussex in
1842 and it was in the fields bor-
dering on the Goodwood estate
that he acquired the art and prac-
tice of cricket. For over 40 years
he was actively connected with the
game—for the first half of the
period as a player and later as an
umpire. His outstanding feat was
the taking of all the wickets in an
innings for the South v. North.

He visited Australia six times
between 1873 and 1888 as a pro-
fessional player. It was in the
tour of 1876-7, however, that the
idea of instituting Anglo-Aus-
tralian test matches began to take
form.

On March 15, 1877, on the
ground of the Melbourne Cricket
Club, the first ball was bowled in
the first encounter on even terms
between Australia and England.
Lillywhite was captain of the Eng-
lish eleven and all the members of
the team were professionals. The
batman who received the first
ball, Charles Bannerman, made
165 before he had to retire hurt.
Nobody else, however, made as
many as 20 and the Australians
won by 45. In token of sympathy
£165 was subscribed by the pub-
lic and given to Bannerman.

In a later match the Englishmen
won by four wickets. In 1878 the
Australians sent their first repre-
sentative team to England and
Lillywhite arranged their pro-
gramme.

In his old age, Lillywhite settled
down at Weston, close to the
place of his birth. His memory
carried back to the first visit of
an English cricket team to Aus-
tralia—that of H. H. Stephenson
in 1892. Advancing age did not
diminish Lillywhite's interest in
the progress of the game and he
always had a good word to say for
its modern developments.

TENDERS ACCEPTED.

BIG CONTRACT FOR FILLING IN AREAS.

The Gazette notifies the accep-
tance of the following tenders:
Messrs. Fu On & Co., \$92,315 for
filling in areas North-west of Nan
Cheong Street and West of Tai Po
Road.

Messrs. Tung Hing, \$9,666.50 for
making up and supply of clothing
to the Police Force for the period
November 1st, 1929 to October 31st,
1930.

Mr. A. Yung, for the supply of
clothing for use of the Sanitary
Department.

Messrs. Kwong Cheung Hing,
\$365 for repairs to S. L. "No. 6
Police".

patriotic duty toward rendering
the land productive so that the
navy might have ample oil.



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